



Oversight and Governance

Chief Executive's Department

Plymouth City Council

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Published 18/11/20

Delegated Decisions

Delegated Executive/Officer Decisions

Delegated Executive and Officer decisions are published every Wednesday and are available at the following link - <https://tinyurl.com/ms6umor>

Cabinet decisions subject to call-in are published at the following link - <http://tinyurl.com/yddrql6>

Notice of call-in for non-urgent decisions must be given to the Democratic Support Unit by 4.30pm on Wednesday 25 November 2020. Please note – urgent decisions and non-key Council Officer decisions cannot be called in. Copies of the decisions together with background reports are available for viewing as follows:

- on the Council's Intranet Site at <https://modgov/mgDelegatedDecisions.aspx>
- on the Council's website at <https://tinyurl.com/jhnax4e>

The decisions detailed below may be implemented on Thursday 26 November 2020 if they are not called-in.

Delegated Decisions

- 1. The Leader - Councillor Evans OBE:**
 - 1a. Brunel Plaza Business Case Update **(Pages 1 - 24)**
- 2. Councillor Coker (Cabinet Member for Strategic Planning and Infrastructure):**
 - 2a. The City of Plymouth (Traffic Regulation Orders) (Amendment Order No. 2020.2137240 TRO Review 4) Order **(Pages 25 - 56)**
 - 2b. The City of Plymouth (Traffic Regulation Orders) (Amendment Order No. 2020.2137245 TRO Review 5) Order **(Pages 57 - 86)**
 - 2c. The City of Plymouth (Traffic Regulation Orders) (Amendment No. 2020. 2137247 - Rock Gardens & Broxton Drive) Order **(Pages 87 - 102)**
- 3. Councillor Lowry - Cabinet Member for Finance:**
 - 3a. Approval to proceed with disposal of public open space at Bampfylde Way, Southway, Sherril Close, Elburton, and Wilmot Gardens, Honicknowle after consideration of objections received following notice of the intention to dispose of the land. **(Pages 103 - 114)**
- 4. Councillor Haydon - Cabinet Member for Customer Focus and Community Safety:**
 - 4a. Revocation of two existing hackney carriage stands (taxi stands) located at Old Town Street and Whimble Street and the appointment of two new taxi ranks located at St Andrews Cross/ Whimble Street and Cornwall Street/ Eastlake Street **(Pages 115 - 136)**
- 5. Council Officer Decision - Paul Barnard (Service Director for Strategic Planning and Infrastructure):**
 - 5a. Plymouth City Council 2020 Subsidised Bus Network Tender **(Pages 137 - 170)**

EXECUTIVE DECISION

made by a Cabinet Member



REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – L20 20/21

Decision	
1	<p>Title of decision: Brunel Plaza business case update</p>
2	<p>Decision maker (Cabinet member name and portfolio title): Councillor Tudor Evans OBE, Leader</p>
3	<p>Report author and contact details: Matt Ward, matt.ward@plymouth.gov.uk 07966 717018</p>
4	<p>Decision to be taken: Following a recommendation from the City Council Investment Board (CCIB), it is recommended that the Leader of the Council:</p> <ul style="list-style-type: none"> • Approves the revised Business Case update. • Approves entering into the funding agreements as set out in the Part II briefing paper. • Allocates an additional £4,831,520 for the project to the Capital Programme as set out in the Part II briefing paper. • Delegates authority to enter into all construction, demolition, funding and other relevant contracts (including, <i>inter alia</i>, property-related contracts) to the Strategic Director for Place.
5	<p>Reasons for decision: To allow work on the Brunel Plaza regeneration project to progress and to secure additional grant funding for the project.</p>
6	<p>Alternative options considered and rejected: Alternative options would result in no further grant being secured for the project. This would result in the second phase of concourse improvements not proceeding and increase the financial pressure on the Council's budgets.</p>
7	<p>Financial implications:</p>


	The proposals will have positive financial impacts for the Council and other stakeholders involved in the delivery of the Brunel Plaza project.			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million
		x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.	
	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:		The decision helps to ensure delivery of the Brunel Plaza project, which is a priority in the Council's Joint Local Plan.	
10	Please specify any direct environmental implications of the decision (carbon impact)		The environmental impacts of the project are being considered as the project progresses. This decision does not have any direct impact on this work.	

Urgent decisions

11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			

Consultation

13a	Are any other Cabinet members' portfolios affected by the decision?	Yes	<input checked="" type="checkbox"/>	
		No	<input type="checkbox"/>	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Mark Lowry (Cabinet Member for Finance)		
13c	Date Cabinet member consulted	28 September 2020		
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	<input type="checkbox"/>	If yes, please discuss with the Monitoring Officer
		No	<input checked="" type="checkbox"/>	
15	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	28 September 2020	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS57 20/21	
		Finance (mandatory)	pl.20.21.151	
		Legal (mandatory)	35653/AC/16/11/20	
		Human Resources (if applicable)		
		Corporate property (if applicable)		
		Procurement (if applicable)		
Appendices				
17	Ref.	Title of appendix		
	A	Briefing report for publication		
	B	Business case summary		
	C	Equalities Impact Assessment		
Confidential/exempt information				
18a	Do you need to include any confidential/exempt information?	Yes	<input checked="" type="checkbox"/>	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below.
		No	<input type="checkbox"/>	(Keep as much information as possible in the briefing report that will be in the public domain)

		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title: Part II Briefing Paper Appendix: Revised Business Case			x				
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.							
Signature				Date of decision	17/11/20			
Print Name	Councillor Tudor Evans OBE (Leader of the Council)							

EXECUTIVE DECISION

made by a Cabinet Member

Briefing Paper Part I



1.0 Executive summary

The report requests Leader approval for an updated Business Case in relation to the Brunel Plaza project.

2.0 Purpose of the report

This is a report providing an update on the Business Case for Brunel Plaza. The Leader of the Council is asked to consider the report and approve the updated Business Case.

3.0 Further information

To date, the Council has completed three funding agreements with GWR. The first covered the relocation of Cross Country catering from Intercity House (ICH). These works have been completed. The second covered the relocation of GWR's driver training simulators. This work is expected to be completed later this year. The third covers the first phase of the concourse works – the installation of a new, larger Gateline and the removal of the former Spar retail unit. This work is expected to be completed by April 2021.

The Council has also provided funding to Network Rail (NR) to relocate telecoms equipment from ICH. These works have been completed.

On 31 July the University of Plymouth (UoP) completed a long lease of ICH from NR. UoP has already obtained detailed planning approval for a change of use to provide a new faculty building for medical sciences. UoP expect the new facility to be operational for the start of the new academic year in September 2022. UoP have completed a 2-year lease from PCC of the former car park site at the top of the station approach road to use as a site compound.

Also on 31 July the Council and NR exchanged two land contracts: a conditional agreement to a long lease of land for the new MSCP and a conditional agreement to transfer the freehold of the existing MSCP.

Work has started on public realm improvements at North Cross to improve the link between the railway station and the city centre. These include a new mural in one of the subways. A new "Welcome to Plymouth" sign has also been installed. Tree planting is due to take place over the winter.

GWR are reviewing their plans for the new staff accommodation and these are being discussed with the Council and NR. It is anticipated that the Council will enter into a further funding agreement with GWR to part-fund the staff accommodation, with the balance of the funding being provided by GWR's own resources.

The Council is hoping to secure additional grant funding which would allow the second phase of concourse improvements to proceed. Notification has been received that a funding bid has been successful, subject to the signing of a formal funding agreement.

A revised Business Case was approved by the City Council Investment Board on 28 September. This included an updated allocation for the project within the Capital Programme to reflect the additional grant income and other matters. Please refer to the part II briefing paper for further information.

4.0 Decision required

The decision required is for the approval of a revised Business Case, the entry into new funding agreements, an updated allocation for the project within the Capital Programme and the delegation of authority for various contracts to the Strategic Director for Place.

5.0 Recommendation

Following a recommendation from the City Council Investment Board (CCIB), it is recommended that the Leader of the Council:

- Approves the revised Business Case update.
- Approves entering into the funding agreements as set out in the Part II briefing paper.
- Allocates an additional £4,831,520 for the project within the Capital Programme, as set out in the Part II briefing paper.
- Delegates authority to enter into all construction, demolition, funding and other relevant contracts (including, *inter alia*, property-related contracts) to the Strategic Director for Place.

The following relates to exempt or confidential matters (Para(s) 3 of Part 1, Schedule 12A of the Local Govt Act 1972). Any breach of confidentiality could prejudice the Council/person/body concerned & might amount to a breach of the councillors /employees codes of conduct.

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CAPITAL INVESTMENT BUSINESS CASE UPDATE



Brunel Plaza (Plymouth Railway Station)

PURPOSE OF BUSINESS CASE UPDATE

To provide an update on the capital budget, including the award of additional grant funding and the proposed completion of a new grant funding agreement.

BRIEF DESCRIPTION OF PROJECT

This project has been considered previously by CCIB and Cabinet. The overall scope of the project has not changed significantly. However, for completeness and in anticipation of the likely award of additional grant funding, the works to the station concourse have now been included.

Other works which have previously been reported include the refurbishment of Intercity House (ICH) by the University of Plymouth (UoP) the construction of a new multi-storey car park (MSCP) and public realm by PCC, the demolition of the existing MSCP and sale of the plot for a hotel, UoP development and public realm, and the provision of new staff accommodation for GWR.

PROGRESS UPDATE

PCC has completed three funding agreements with GWR. The first covered the relocation of Cross Country catering from ICH. These works have been completed. The second covered the relocation of GWR's driver training simulators. This work is expected to be completed later this year. The third covers the first phase of the concourse works – the installation of a new, larger Gateline and the removal of the former Spar retail unit. This work is expected to be completed by April 2021.

PCC has also provided funding to Network Rail (NR) to relocate telecoms equipment from ICH. These works have been completed.

On 31 July UoP completed a long lease of ICH from NR. UoP has already obtained detailed planning approval for a change of use to provide a new faculty building for medical sciences. UoP intend to appoint Kier as their contractor and expect the new facility to be operational for the start of the new academic year in September 2022. UoP have completed a 2-year lease from PCC of the former car park site at the top of the station approach road to use as a site compound.

Also on 31 July PCC and NR exchanged two land contracts: a conditional agreement to a long lease of land for the new MSCP and a conditional agreement to transfer the freehold of the existing MSCP.

Work has started on public realm improvements at North Cross to improve the link between the railway station and the city centre. These include a new mural in one of the subways. A new

“Welcome to Plymouth” sign has also been commissioned and is due to be installed in September. Soft landscaping and tree planting is due to take place over the winter.

GWR are reviewing their plans for the new staff accommodation and these are being discussed with PCC and NR. It is anticipated that PCC will enter into a further funding agreement with GWR to part-fund the staff accommodation, with the balance of the funding required to be provided by GWR’s own resources, including through funding available to GWR, such as the Station Improvement Fund.

A budget had previously been approved for the public realm works. However, following feedback from drainage engineers it is possible that a larger budget may be required. In July PCC was awarded £1.5m from the Transforming Cities Fund towards the delivery of new public realm at the station. It is proposed that this funding will be used to cover any additional costs associated with the delivery of the public realm.

In August a bid was submitted to the Getting Building Fund for £4.17m. There have already been public announcements about the award of this funding and it is therefore considered very likely that the award will be confirmed. It is intended that this funding will be used to deliver the second phase of concourse improvements. If this funding is not received, it would mean that the second phase of the concourse improvements could not be delivered. However, it would not prevent other parts of the project from progressing.

KEY RISKS:

The key risks are project overspend and delays in delivery. The latter could increase the likelihood of an overspend, due to the impact on cost inflation. Delays in project spend may also increase the risk of grant funding being re-claimed by funders, e.g. the LEP or the Department for Transport (DfT).

Risks are being mitigated through the established project governance arrangements, which include a quarterly steering board and monthly executive group, where regular updates are provided and any challenges associated with project delivery are discussed. Regular dialogue with funders is also being maintained.

MILESTONES AND DATES: *(delivery timescales) CURRENT PROGRAMME*

Forecast dates as follows:

Simulator relocation: Completion December 2020

Concourse phase 1: Completion April 2021

Concourse phase 2: Completion January 2022

University refurbishment of ICH: Completion August 2022

GWR Staff accommodation: Start January 2022, completion June 2023

Demolition of RISC building: Start October 2022, completion February 2023

PCC construction of new MSCP and associated public realm: Start February 2023, completion June 2024

Demolition of existing MSCP: Start June 2024, completion December 2024

Handover of university and hotel development plots: December 2024

NEXT STEPS

Following exchange of the PCC / NR land contracts, PCC is now progressing the appointment of design consultants for the MSCP and public realm.

UoP has been negotiating the terms of a construction contract for ICH with Kier and will shortly be starting work on site.

GWR has started the procurement process for the delivery of the first phase of concourse works and these will be carried out between January and April.

Over the next few weeks PCC, NR and GWR will be seeking to agree the principles around the delivery of GWR's staff accommodation, including the overall design, cost, funding mechanism, delivery timescales and temporary relocation of staff.

FINANCIAL IMPLICATIONS

The current budget (as approved in July 2019) includes a total project cost of £29,327,402.

The revised proposed project costs are £36,896,922.

The revised proposed project funding includes additional funding from the Transforming Cities Fund and the Getting Building Fund.

The Strategic Development Projects Team, who are responsible for the delivery of the project, have been liaising, and will continue to liaise, with the Council's Project Management and Finance Teams to ensure that the project budget is closely monitored and any potential savings are identified.

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The following relates to exempt or confidential matters (Para(s) 3 of Part 1, Schedule 12A of the Local Govt Act 1972). Any breach of confidentiality could prejudice the Council/person/body concerned & might amount to a breach of the councillors /employees codes of conduct.

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EQUALITY IMPACT ASSESSMENT

Place



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

What is being assessed - including a brief description of aims and objectives?	Updated business case
Author	Matt Ward
Department and service	Place, Economic Development
Date of assessment	4 November 2020

STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See guidance on how to make judgement	Actions	Timescale and who is responsible
Age	n/a			
Disability	n/a			
Faith/religion or belief	n/a			
Gender - including marriage, pregnancy and maternity	n/a			
Gender reassignment	n/a			
Race	n/a			
Sexual orientation - including civil partnership	n/a			

STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN

Local priorities	Implications	Timescale and who is responsible
Reduce the gap in average hourly pay between men and women by 2020.	None	
Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents by 2020.	None	
Good relations between different communities (community cohesion)	None	
Human rights Please refer to guidance	None	

STAGE 4: PUBLICATION

Matt Ward

Date 4 November 2020

Head of Strategic Development Projects

EXECUTIVE DECISION

made by a Cabinet Member



REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – SP12 20/21

Decision	
1	Title of decision: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2020.2137240 TRO REVIEW 4) ORDER 2020
2	Decision maker (Cabinet member name and portfolio title): Councillor Mark Coker, Cabinet Member for Strategic Planning and Infrastructure
3	Report author and contact details: Holly Curtis, Traffic Management Technician, email: holly.curtis@plymouth.gov.uk Tel: 01752 304010
4	<p>Decision to be taken: To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004.</p> <p>The effect of the order shall be:</p> <p>To Add/Amend:</p> <p>No Waiting At Any Time on lengths of the following roads: Belliver Way, Boringdon Hill, Carlton Terrace, Carroll Road, Church Street, Crossway, Down Road, Grosvenor Road, High Street, Hurrabrook Gardens, Lansdowne Road, Long Terrace Close, Molesworth Road, Mount Gould Road, Portland Court, Portland Road, Richmond Road, Smallack Close, Smallack Drive, Somerset Place Lane, St Mowden Road, Victoria Road, Wanstead Grove, Watson Place.</p> <p>No Waiting Mon-Fri 10am-14.00pm on lengths of the following road: Lansdowne Road.</p> <p>Limited Waiting To 2 Hours No Return For 4 Hours 11am-3pm Exemption For Permit And Ticket Holders on the following road: High Street.</p> <p>Permit Parking Mon-Fri 11am-12pm on the following road: Watson Place.</p> <p>No Change on Street: Carlton Terrace, Boringdon Hill and High Street.</p> <p>(As set out in the briefing report).</p>

5

Reasons for decision:**Budshead:**

Grosvenor Road, Lansdowne Road, Richmond Road, Smallack Close & Smallack Drive – To add double yellow lines for junction protection and to allow access for refuse vehicles.

St Budeaux:

Victoria Road – Remove a length of double yellow lines that are not required to increase on street parking.

Sutton & Mount Gould:

Mount Gould Road - Remove a length of double yellow lines that are not required to increase on street parking.

Watson Place – Remove a length of double yellow lines to create extra residence parking.

Ham:

Carlton Terrace – Amend TRO to match double yellow lines on street (no changes on street).

St Peter & the Waterfront:

High Street – Amend TRO to match on street and remove double yellow lines situated in residence parking bay.

Stoke:

Portland Court & Portland Road – Add double yellow lines for junction protection and remove a length of double yellow lines on Portland Road.

Somerset Place Lane, Church Street & Molesworth Road – Add double yellow lines on the junctions with for junction protection.

Honicknowle:

Wanstead Grove – Extend double yellow lines from junction with Coombe Park Lane to prevent obstruction and protect the grass verge.

Carroll Road – Add double yellow lines from junction of Crownhill Road signals, east side, to allow two way traffic and protect the junction.

Southway:

Belliver Way – Add double yellow lines on junction with Tamerton Road for junction protection.

Moor View:

Hurrabrook Gardens – Add double yellow lines on the junction with Pattinson Drive to protect pedestrian dropped kerb and for junction protection.

St Mowden Road – Add double yellow lines on junction with Holly Court for junction protection.

Plympton Chaddlewood:

Down Road & Long Terrace Close – Add double yellow lines for junction protection.


Plympton St Mary:

Boringdon Hill / Crossway – Amend TRO to match double yellow lines on street (no changes on street).

6	Alternative options considered and rejected: The alternative option would be to do nothing. This option was discounted on the basis that improvements are needed for safety of all road users.			
7	Financial implications: The Traffic Regulation Order (TRO) and associated works is being funded via the Traffic Management Team and will be paid out of their budget.			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million
		x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.	
	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget: The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.			
10	Please specify any direct environmental implications of the decision (carbon impact) n/a			
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny		Date	

	Chair Signature:			
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?			
13c	Date Cabinet member consulted	Councillor Mark Coker – 18/08/2020		
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	x	
15	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	02/11/2020	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS58 20/21	
		Finance (mandatory)	pl.20.21.131	
		Legal (mandatory)	LS/35563/JP/031120	
		Human Resources (if applicable)		
		Corporate property (if applicable)		
		Procurement (if applicable)		
Appendices				
17	Ref.	Title of appendix		
	A	Briefing report for publication		

	B	Equalities Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No	x					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.							

Signature		Date of decision	18/11/2020
Print Name	Councillor Mark Coker		



TRO REVIEW.4

I. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 in association with the TRO Review.4 TRO.

2. TRAFFIC REGULATION ORDERS REQUIRED

2.1 The elements that need a Traffic Regulation Order are as follows:

To Add;

I.1 No Waiting At Any Time

- (i) Belliver Way, the north-west side from its junction with Tamerton Road for a distance of 18 metres in a south westerly direction
- (ii) Belliver Way, the south-east side from its junction with Tamerton Road for a distance of 20 metres in a south westerly direction
- (iii) Boringdon Hill, the west side from its junction with Crossway for a distance of 17 metres in a northerly direction
- (iv) Boringdon Hill, the west side from its junction with Crossway for a distance of 22 metres in a southerly direction
- (v) Carlton Terrace, the north-east side from its junction with York Road for a distance of 5 metres in a north westerly direction and 7.5 metres in a south easterly direction
- (vi) Carroll Road, the east side from its junction with Crownhill Road to its northern junction with Betjeman Walk
- (vii) Church Street, the east side from a point 4 metres south of the boundary of numbers 21 & 22 Church Street to its junction with Somerset Place Lane
- (viii) Church Street, the east side from its junction with Somerset Place Lane for a distance of 12 metres in a southerly direction
- (ix) Crossway, the north side from its junction with Boringdon Hill for a distance of 16 metres in a westerly direction
- (x) Crossway, the south side from its junction with Boringdon Hill for a distance of 17 metres in a westerly direction
- (xi) Down Road, the south-east side from its junction with Long Terrace Close for a distance of 9 metres in a north easterly direction and 9 metres in a south westerly direction
- (xii) Grosvenor Road, the east side from its junction with Smallack Drive for a distance of 14 metres in a northerly direction
- (xiii) Grosvenor Road, the east side from its junction with Charlton Road for a distance of 5 metres in a southerly direction
- (xiv) Grosvenor Road, the west side from its junction with Smallack Drive to its junction with Charlton Road

- (xv) High Street, the south-east side From a point 224 metres south west of its junction with St Mary Street to its junction with Edgumbe Street
- (xvi) High Street, the south side from its junction with St Mary Street for a distance of 41 metres in an easterly direction
- (xvii) High Street, the south side from its junction with St Mary Street for a distance of 19 metres in a westerly direction
- (xviii) High Street, the south-east side from a point 97 metres south west of its junction with St Mary Street for a distance of 21 metres in a south westerly direction
- (xix) Hurrabrook Gardens, the east side from its junction with Pattinson Drive for a distance of 15 metres in a northerly direction
- (xx) Hurrabrook Gardens, the west side from its junction with Pattinson Drive for a distance of 16 metres in a northerly direction
- (xxi) Lansdowne Road, the east side from its junction with Richmond Road for a distance of 10 metres in a northerly direction and 10 metres in a southerly direction
- (xxii) Lansdowne Road, the east side from its junction with Charlton Road for a distance of 17 metres in a southerly direction
- (xxiii) Lansdowne Road, the east side from its junction with Smallack Drive for a distance of 10 metres in a northerly direction
- (xxiv) Lansdowne Road, the west side from its junction with Charlton Road for a distance of 5 metres in a southerly direction
- (xxv) Lansdowne Road, the west side from its junction with Smallack Drive for a distance of 12 metres in a northerly direction
- (xxvi) Long Terrace Close, the north-east side from its junction with Down Road for a distance of 17 metres in a south easterly direction
- (xxvii) Long Terrace Close, the south-west side from its junction with Down Road for a distance of 16 metres in a south easterly direction
- (xxviii) Molesworth Road, the south-west side from its junction with Somerset Place Lane for a distance of 6 metres in a north westerly direction and 6 metres in a south easterly direction
- (xxix) Mount Gould Road, the south side from its junction with Gwyn Road for a distance of 15 metres in an easterly direction and 15 metres in a westerly direction
- (xxx) Mount Gould Road, the south side from the boundary of numbers 52 & 54 Mount Gould Road to a point 19 metres west of its junction with Channel View Terrace Lane East
- (xxxi) Portland Court, the south-east side from its junction with Portland Road for a distance of 12 metres in a north easterly direction
- (xxxii) Portland Court, the west side from its junction with Portland Road for a distance of 10 metres in a northerly direction
- (xxxiii) Portland Road, the north side from its junction with Portland Court for a distance of 22 metres in an easterly direction and 7 metres in a westerly direction

- (xxxiv) Richmond Road, both sides from its junction with Lansdowne Road for a distance of 10 metres in an easterly direction
- (xxxv) Smallack Close, the east side from its junction with Smallack Drive for a distance of 7 metres in a northerly direction
- (xxxvi) Smallack Close, the west side from its junction with Smallack Drive for a distance of 8 metres in a northerly direction

- (xxxvii) Smallack Drive, the north side from its junction with Grosvenor Road for a distance of 12 metres in an easterly direction and 9 metres in a westerly direction
- (xxxviii) Smallack Drive, the north side from its junction with Smallack Close for a distance of 4.5 metres in an easterly direction and 2 metres in a westerly direction
- (xxxix) Smallack Drive, the north side from its junction with Lansdowne Road for a distance of 10 metres in an easterly direction

- (xl) Smallack Drive, the north side from its junction with Lansdowne Road for a distance of 16 metres in a westerly direction

- (xli) Somerset Place Lane, the north side from its junction with Church Street for a distance of 6 metres in an easterly direction
- (xlii) Somerset Place Lane, the south side from its junction with Church Street for a distance of 5 metres in an easterly direction
- (xlili) St Modwen Road, the north side from its junction with Holly Court for a distance of 10 metres in an easterly direction and 10 metres in a westerly direction
- (xliv) Victoria Road, the west side from its junction with Barne Lane for a distance of 2 metres in a northerly direction and 23 metres in a southerly direction
- (xlv) Wanstead Grove, the east side from its junction with Coombe Park Lane for a distance of 21 metres in a southerly direction
- (xlvi) Wanstead Grove, the west side from its junction with Coombe Park Lane for a distance of 23 metres in a southerly direction

No Waiting Mon-Fri 10am-14.00pm

- (i) Lansdowne Road, the west side from a point 12 metres north of its junction with Smallack Drive to a point 5 metres south of its junction with Charlton Road

Limited Waiting To 2 Hours No Return For 4 Hours 11am-3pm Exemption For Permit

And Ticket Holders

- (i) High Street, the south side from a point 32 metres west of its junction with St Mary Street for a distance of 65 metres in a westerly direction

- (ii) High Street, the south-east side from a point 118 metres south west of its junction with St Mary Street for a distance of 106 metres in a south westerly direction

Permit Parking Mon-Fri 11am-12pm

- (i) Watson Place, the west side from a point 7 metres south of its junction with Grenville Road to a point 6 metres north of its junction with Cromwell Road

REVOCATIONS

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING PLACES)

(CONSOLIDATION) ORDER 2004

No Waiting At Any Time

- (i) Austin Crescent, the south side, from the junction with Fort Austin Avenue for distance of 15 metres
- (ii) Bridwell Road, the north-west side, from the junction with Bridwell Close for a distance of 27 metres
- (iii) Bridwell Road, the south-east side, from the junction with Carlton Terrace for a distance of 24 metres
- (iv) Browning Road, the north side, from the junction with Wolseley Road for a distance of 25 metres
- (v) Browning Road, the south side, from the junction with Wolseley Road for a distance of 30 metres
- (vi) Carlton Terrace, the south-west side, from the junction with Harbour View Road for a distance of 39 metres
- (vii) Essex Street, the north side, from the junction with Melbourne Street Lane East for a distance of 4 metres
- (viii) Essex Street, the north side, from the junction with Archer Place for a distance of 37 metres
- (ix) Lipson Road, the west side, from a point 10 metres north to a point 10 metres south of its junction with Coleridge Road
- (x) Stuart Road, the south side, from the junction with Molesworth Road for a distance of 3 metres

Permit Parking Mon-Sat 9am-7pm

Essex Street, the north side, from a point 37 metres west of the junction with Archer Place for a distance of 25 metres in a westerly direction

REVOCATIONS

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING PLACES)

(CONSOLIDATION) ORDER 2004

No Waiting At Any Time

- (i) High Street, the south side, from a point 18 metres west of its junction with St Mary Street to a point 41 metres east of its junction with St Mary Street
- (ii) Mount Gould Road, the south side, from a point 19 metres west of the junction with Channel View Terrace Lane East to a point 15 metres east of the junction with Gwyn Road
- (iii) Portland Court, the south-east side, from the junction with Portland Road for a distance of 6 metres in a northerly direction
- (iv) Portland Road, the north side, from the junction with Portland Court for a distance of 29 metres in an easterly direction
- (v) Victoria Road, the north-west side, from a point 2 metres north to a point 54 metres south of the junction with Victoria Road Lane West
- (vi) Watson Place, the west side, from a point 18 metres south of its junction with Grenville Road for a distance of 5 metres in a southerly direction

Permit Parking Mon-Fri 11am-12pm

- (i) Watson Place, the west side, from a point 7 metres south of its junction with Grenville Road for a distance of 11 metres in a southerly direction
- (ii) Watson Place, the west side, from a point 6 metres north of its junction with Cromwell Road to a point 23 metres south of its junction with Grenville Road

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING PLACES)(AMENDMENT NO. 2008.01 STONEHOUSE CONTROLLED PARKING ZONE)

ORDER 2008

Limited Waiting To 2 Hours No Return For 4 Hours 11am-3pm Exemption For Permit And

Ticket Holders

- (i) High Street, the south side, from a point 99 metres west of its junction with St Mary Street to a point 18 metres west of that junction

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDER AMENDMENT NO. 2006.12)(VARIOUS ROADS) ORDER 2007

No Waiting At Any Time

- (i) Grosvenor Road, both sides, from its junction with Charlton Road for a distance of 5 metres in a southerly direction
- (ii) Lansdowne Road, both sides, from its junction with Charlton Road for a distance of 5 metres in a southerly direction

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT NO. 2014.1777008B - WEST PARK AREA) ORDER 2014

No Waiting At Any Time

- (iii) Wanstead Grove, the east side, from its junction with Coombe Park Lane for a distance of 10 metres in a southerly direction
- (iv) Wanstead Grove, the west side, from its junction with Coombe Park Lane for a distance of 10 metres in a southerly direction

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT NO. 2016.2120336 - HIGH STREET) ORDER 2016

No Waiting At Any Time

- (v) High Street, the south-east side, from a point 147 metres north east of its junction with Stonehouse Bridge Roundabout for a distance of 22 metres in a north easterly direction
- (vi) High Street, the south-east side, from its junction with Stonehouse Bridge Roundabout for a distance of 38 metres in a north easterly direction

Limited Waiting To 2 Hours No Return For 4 Hours 11am-3pm Exemption For Permit And

Ticket Holders

- (i) High Street, the south-east side, from a point 38 metres north east of its junction with Stonehouse Bridge Roundabout for a distance of 109 metres in a north easterly direction

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (2019.2137224 PLYMOUTH TRO REVIEW.2) ORDER 2019

No Waiting At Any Time

- (i) Carlton Terrace, the north-east side, from its junction with York Road for a distance of 11 metres in a north westerly direction and 7.5 metres in a south easterly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the TRO Review.4 were advertised on street, in the Herald and on the Plymouth City Council website on 10/09/2020. It was sent to the Councillors representing the affected wards and statutory consultees on 03/09/2020.

There have been representations relating to the Traffic Regulation Order proposals.

There has been 1 representation relating to Belliver Way

Consultation	Comments
<p>The only available parking for the football team is on Belliver Way. If No Waiting is put onto Belliver Way, players will have to walk potentially in excess of 15 minutes to the nearest available parking. For a football pitch that will be used through the year by hundreds of players this is not good enough as it reduces the accessibility by no end.</p> <p>We are hoping to also have our first ever youth team from next season however the parking options would mean that hundreds of children would have to walk along main roads for extended periods of time if a permanent no waiting zone is placed on Belliver Way.</p> <p>Furthermore, Tamerton Road currently is the National speed limit right in front of the main and only entrance to our football pitch and has no crossing at all. I</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>Please also find the plan attached of the proposals, this is for junction protection.</p> <p>Plymouth City Council only own a section of Tamerton Road, the rest being owned by Devon. I can confirm we currently do not have any plans to change this section of road.</p> <p><i>We recommend to go ahead as proposed.</i></p>

<p>propose that either a crossing is put in place from the pavement Eastbound on Tamerton Road to the entrance of our pitch or that the speed limit is significantly reduced to enable safer crossing or in fact both.</p> <p>I hope you can understand our concerns as these proposals significantly reduce the accessibility of our football pitch and safety of all the players that will come and play there, putting children at risk just trying to play a sport they love. Please reconsider the no waiting zone on Belliver Way and the current speed limit and safety of crossing on Tamerton Road.</p>	
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There has been 1 representation relating to the Crossway and Boringdon Hill

Consultation	Comments
<p>I would like to know exactly where along Crossway the aforementioned will be in place; whether the arrangement will become permanent; how it be enforced, i.e signage etc... and when is it envisaged to come into force?</p>	<p>Response sent:</p> <p>I can confirm there will be no change to street at this location.</p> <p>Unfortunately when this order was previously done in 2017 the complete process wasn't finished, and therefore we have to start the process again to ensure the junction can be enforced.</p> <p><i>We recommend to go ahead as proposed.</i></p>

There have been 16 representations relating to Grosvenor Road, Lansdowne Road, Richmond Road, Smallack Close & Smallack Drive

Consultation	Comments
<p>I would like to request an alteration to the parking restrictions announced for Grosvenor Road.</p> <p>The plans at present show parking will be permanently banned on the west side on the street.</p> <p>Parking on this street has traditionally been limited at the best of times, with the parking spaces on the east side of the street almost always full (often filled by people who, unlike my grandmother, have ample space to put cars in front of their house but choose not to) and the only option for people visiting my elderly grandmother has been to park partially on the kerb on the west side of the road. Doing so</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p>

<p>does not prevent access for wheelchairs/prams (there is a lamp post which is mounted on the pavement and we do not park further onto the pavement than that) and does not stop large vehicles getting up and down the road, but is essential in order for people to visit her. Many of the people who visit her are elderly friends who have limited mobility and simply would not be able to walk several streets from the nearest parking space, and as my grandmother is also restricted in her mobility it means I or other members of the family would not be able to get her to our cars to take her out for shopping etc. Her driveway is too small to accept a modern car and to convert her house to have a carport as others have done further up the road would be prohibitively expensive for a pensioner.</p> <p>I understand the intention of these parking restrictions is to prevent staff from the Land Registry and other businesses around William Prance Road from using the residential roads nearby as all-day parking. Therefore, there is no reason why parking should not be permitted on both sides of the road except for certain daytime hours as is presently the plan for Langsdown Road.</p> <p>As currently proposed the parking restrictions for Grosvenor Road would make it borderline impossible for anyone to visit my grandmother and borderline impossible for her to get out and about. The status quo has worked for years and therefore it is not a good idea to change what works.</p>	<p>You will be notified if and when the proposals will be implemented.</p>
<p>I approve the proposed new parking restrictions outlined in the above letter with the exception of those for Lansdowne Rd. for the following reasons:</p> <ol style="list-style-type: none"> 1.It would cause a great deal of hardship for the residents who are mostly elderly and retired. 2.It will force all the non-residents who currently park there during the day to park in Richmond Rd, which is already overcrowded. <p>Would it not make more sense and achieve the same result to convert all the streets in the proposed area to residents-only permit parking?</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

	<p>There are policies on residents parking, and unfortunately, as a lot of households have driveways, this area would not qualify for residents parking:</p> <p>'Not more than 50% of the car owning residents have, or could have parking available within the curtilage of their own property, or within 200 metres walking distance by way of garages or other private off-street space, such as a driveway and/or garages'</p>
<p>I would like to object and offer the following comments:</p> <p>Adding the double-yellow lines to the corners makes perfect sense.</p> <p>With the proposed addition of no waiting zones to the length of the roads however:</p> <ul style="list-style-type: none"> - there will be an adverse impact on resident's parking: those without private driveways will have less available parking space, and those with driveways will find them blocked more frequently due to the limited options. - residents will find themselves unable to park legally. For example, leaving home early and returning later in the morning is currently a problem (see: commuters, below). With half of the parking space unavailable, there will be no where to park within the vicinity of their homes. - nothing is done to address parking issues caused by commuters to nearby businesses (that presumably lack sufficient or affordable parking on their own premises or nearby). These changes will just increase the incidence of parking in awkward places, in front of driveways etc. <p>The TRO is justified by allowing access for refuse collection. However, this has historically not been a problem with the current arrangements.</p> <p>Instead of blanket blocking parking in roughly 50% of the area, could you instead consider introducing a resident-only permit based scheme in the area? This would have the benefit of reducing the amount of on-street parking in use (by reducing local business/commuter usage), thus reducing any issues experienced by the refuse collection and</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>There are policies on residents parking, and unfortunately, as a lot of households have driveways, this area would not qualify for residents parking:</p> <p>'Not more than 50% of the car owning residents have, or could have parking available within the curtilage of their own property, or within 200 metres walking distance by way of garages or other private off-street space, such as a driveway and/or garages'</p>

<p>easing the parking pressure experienced by the residents.</p>	
<p>Please may I point out that cars are parking outside my house. Not only is the drive narrow at that point but they also park on top of my water stock . Any blue light service or bin lorry will find the road obstructed by any vehicle parked outside. Is it possible to extend the new no waiting at any time further along Smallack Drive towards the Masonic lodge?.</p>	<p>Standard response sent: Thank you for your recent comments towards the proposals – 2020.2137240 Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport. You will be notified if and when the proposals will be implemented.</p>
<p>Firstly, I am disappointed as a resident of Lansdowne Road why we have not been consulted and had an input into the proposed plans.</p> <p>I have and I am sure many of the residents of Lansdowne Road have concerns about this proposal. Here is a list of our concerns/questions that we would like to have addressed.</p> <ol style="list-style-type: none"> 1. No waiting Mon-Fri 10am-2pm. This will only prevent cars parking on both sides of the road for 4 hours a day. The rest of the time cars can still park on both sides of the road preventing residence getting their cars out of their drives, pedestrians passing on the pavement and making it difficult for vehicles to drive through. I see no benefit from what we have today. 2. I have lived in Lansdowne Road for over 25 years. For residents with more than one car, the etiquette is to park on the right hand side (entrance from Charlton Road) of the road. Please can you explain why the No waiting is on the right side where everyone parks today? This makes no sense and only causes anger and frustration with the residence. 3. Also you are adding New No Waiting at any time at the entrance to Lansdowne, Richmond & Smallack which reduces the free space to park 	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>The proposals were developed in consultation with Ward Councillors who had been contacted by residents and were concerned to protect access for Refuse and other Service Vehicles and to restrict commuter parking without inconveniencing residents and their visitors with a longer restriction. As the, majority of Resident's already have Off Street parking available a Resident's Parking Scheme would not be appropriate, nor is being able to allow residents to park within the no waiting restrictions.</p> <p>A ward Councillor did visit this area and knocked on doors at the start of the year. However, this is the formal consultation stage.</p> <p>Residents parking cannot be considered here. There are policies on residents parking, and</p>

for residence. Understand it is for safety. It would be better if it was all the way down.

4. Why couldn't Lansdowne Road have No waiting at any time like Grosvenor Road? Please explain your reasoning?
5. I don't believe the 4 hours no waiting will prevent employees from local businesses from parking here, They do work shifts. ie Mcdonalds, The Range, NHS.
6. We would prefer a Residents Permit Parking only? Could this be considered. If not, I would like to understand why
7. Can residents get Parking Permit so we can park during the 4 hour no wait?
8. Also from the proposal the problem will not go away as they will move and park along Smallack Drive.

Please can you explain the objective of these new Parking Restrictions. From what has been proposed it is more of a hindrance to the residence of Lansdowne Road and see no way how this will prevent cars parking. We might as well stay as we are today. No change.

With regards to the proposal myself and my husband are NOT in favour of what has been planned for Lansdowne Road.

To ensure safe parking and allowing residence to park, we would like the Council to consider Permit Parking. I do not see why having driveways prevents this being implemented. The houses in Lansdowne Road are from the 1930's with small driveways for only one car. Not all houses have driveways, plus Households today have more than one car per household. We know that there is permit parking in place at St Marks Road Derriford and they all have driveways so please explain what is the difference.

We are happy with the new no waiting any time on the corners of the road but we DO NOT want the no waiting mon-fri 10am-2pm on the western side. We would like Permit parking to be considered. If this is not an option, then we would want to stay AS IS and not have any parking restrictions implemented.

unfortunately, as a lot of households have driveways, this area would not qualify for residents parking:

'Not more than 50% of the car owning residents have, or could have parking available within the curtilage of their own property, or within 200 metres walking distance by way of garages or other private off-street space, such as a driveway and/or garages'

<p>WE ARE RESIDENTS OF GROSVENOR ROAD AND ARE WRITING TO SAY THAT WE'RE VERY HAPPY AT THE PROPOSAL TO INTRODUCE DOUBLE YELLOW LINES DOWN OUR ROAD.</p> <p>EVERY RESIDENT IN THIS ROAD WE'VE SPOKEN TO ALSO SUPPORTS THIS PROPOSAL AS IT WILL HELP CONTROL THE INCONSIDERATE PARKING THAT OFTEN HAPPENS.</p> <p>ALL WE NEED NOW IS THE TRAFFIC LIGHTS TO BE COMPLETED ON CHARLTON ROAD AS YOU'VE PROMISED AND WE WILL BE <u>EXTREMELY</u> HAPPY.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>As residents of Grosvenor Road we would wish to offer the following supportive comments on the Parking Proposals at the Reference as they affect Grosvenor Road.</p> <p>a. For many years the residents of Grosvenor Road have had to endure a mix of inconsiderate parking, parking on pavements, double parking and generally congested parked cars of non-residents throughout the day from as early as 6am through to 6pm Monday to Friday. These cars are predominately from the nearby Crownhill Business Parks which have inadequate parking for their workforce.</p> <p>b. The parking has been such that any person with limited sight or disability, whether wheelchair user or not, has been faced with negotiating vehicles indiscriminately parked on the pavements and blocking the pathways.</p> <p>c. Passage of emergency vehicles, refuse collection lorries and delivery vehicles etc has been made more difficult with the double parking and with the occasional unavoidable minor damage to parked vehicles.</p> <p>The proposal of double yellow lines down one side of Grosvenor Road should prevent the above and improve the access of delivery vehicles etc and make it easier for residents to exit and enter their driveways.</p> <p>There is no guidance or reason given in the Proposal as to why the double yellow lines in Grosvenor Road are on the western side proposed. Perhaps this could be clarified please as to why not the eastern side of the road.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>In regards as to why we chose to restrict the west side of the road. During multiple site visits we noticed that vehicles naturally parked on the east side and to avoid too much disruption with the residents we felt it would be best to put the restrictions down the west side of Grosvenor Road.</p> <p>You will be notified if and when the proposals will be implemented.</p>

<p>In sum we are fully supportive of the Proposal and believe it will enhance the local area for residents.</p>	
<p>As one of the original complainants, with regard to non residents parking in the area, that often cause traffic problems that effected not only ourselves, but refuse collections/delivery/builders etc to name just a few.</p> <p>The present proposals have no benefit what so ever for me and by imposing restrictions from 10am to 1400 pm on the west side of the road, only restricts my family and friends from visiting.</p> <p>And will not stop “land registry” employees parking, like pre Covid-19.</p> <p>I have a dropped kerb, but as we now agree the Road is not a normal “B class” width road and possible should be called a lane, I have had problems reversing due to poor parking directly behind me on the East side and its obvious when local residents park on the pavement, to allow access for emergency services.</p> <p>When I spoke to the Council Rep, that canvass the area, I made it clear, that I would prefer Residents parking and would be willing to pay for the privilege.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals - 2020.2137240</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>There are policies on residents parking, and unfortunately, as a lot of households have driveways, this area would not qualify for residents parking:</p> <p>'Not more than 50% of the car owning residents have, or could have parking available within the curtilage of their own property, or within 200 metres walking distance by way of garages or other private off-street space, such as a driveway and/or garages'</p>
<p>I would like to fully support this TRO to the junction of Down Road and Long Terrace Close. This junction has increasingly become dangerous as does the Junction with Steer Park Road</p> <p>and Down Road .</p> <p>The junction off the main road with Steer Park Road into Down Road is very bad with vehicles turning at speed into Down Road only to be faced with a vehicle parked near the junction outside Number 1 Down Road, quite often the Royal Mail van.</p> <p>Hopefully other junctions will have restrictions on stopping/parking on corners as well as stopping parking on pavements.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I fully support the proposed Traffic Regulation Order regarding the double yellow lines on Grosvenor Road. This will stop pavement parking, difficulty with accessing our drives,</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</p>

<p>difficulties for access for delivery lorries and the dustcart and the emergency services.</p> <p>I look forward to this order being implemented.</p>	<p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>1) By making a new no waiting at any time on one side of Grosvenor Road, you are going to push the problem to Richmond Road. We already have workers circling the estate daily looking for spaces.</p> <p>2) Richmond Road already has residents who park on the grass verge. We are afraid that once the spaces are limited elsewhere on the estate, workers will think it ok to park on the grass verge also. This makes a terrible mess of the verge. In some places it has been destroyed altogether.</p> <p>Maybe a no waiting at any time on this side of Richmond Road?</p> <p>3) Please would you investigate what is happening in the cul de sac (turning space) at the end of Richmond Road.</p> <p>It is constantly blocked with parked cars which leaves lorries, vans etc. to reverse out of the road.</p> <p>The dust cart for example, either has to reverse in or reverse out of the road every week.</p> <p>It is supposed to be a turning circle. Maybe no waiting at any time here?</p> <p>4) The existing no waiting time needs to be extended on the up side of Lansdowne Road at the junction with Charlton Road as I have previously stated (to match the new no waiting at any time on the opposite carriageway).</p> <p>When cars park outside 21 Lansdowne, we are forced onto the wrong carriageway until where the current no waiting at any time lines start.</p> <p>Cars more often than not, turn into Lansdowne from Charlton, on the upward side of the road and there have been many near</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

<p>collisions here, as they meet people forced onto that wrong carriageway.</p> <p>5) There will no point in making any of these changes unless the restrictions are going to be enforced.</p> <p>We already have cars that ignore the double yellow lines currently in place.</p> <p>We have taken photo after photo of vehicles parked on double yellow lines on Charlton Road at the junction with Lansdowne Road. This makes it very dangerous to exit Lansdowne as there is no visibility along Charlton where vehicles speed to meet you.</p>	
<p>Although I am grateful that you are considering introducing an appropriate parking scheme I am disappointed that there is only a single option put forward for consideration. The current option will potentially be extremely restrictive for the residents.</p> <p>I am not in favour of no action being taken for the following reasons:</p> <ul style="list-style-type: none"> • The road is relatively narrow prohibiting two vehicles parking adjacent to each other without one mounting the pavement, • The road has been plagued by parking issues for some time due to numerous employees of the Land Registry, NHS etc parking in this area, • Challenging unsafe parking has occasionally resulted in abuse and threats, • The parking habits (pavements and corners) cause a safety hazard for pedestrians, particularly those using pushchairs, and wheel chairs who need to use the road to navigate the various obstacles, • Wide vehicles such as the Refuse Collection vehicles and vehicles taking deliveries to properties are unable to navigate between closely parked vehicles and sometimes have not been able to transit through Lansdowne Road (I have witnessed delivery agents sometimes carrying heavy white goods to properties over relatively long distances), • There have been numerous instances of damage to vehicles. My own vehicle has been severely damaged. Visitors to my home have also had their vehicles 	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

<p>damaged. I am also aware of other neighbours experiencing damage to their vehicles which is often not reported by the perpetrator. Often these are caused by the limited space in which to manoeuvre.</p> <p>The consequences of introducing the current proposal are as follows:</p> <ul style="list-style-type: none"> • Kerbside parking is already restricted where houses have driveway access, • The above is also limited by the need to avoid parking opposite drives where, due to the narrow road, there is insufficient room to make a safe exit, • The scheme includes Smallack Drive and Smallack Close leaving Charlton Road as the only potential alternative parking area between either side of the restricted hours. Parking is already at a premium in this area due to daily commuters, • Due to the layout Lansdowne road and the surrounding areas the proposed coverage of the scheme will potentially require me to relocate my vehicle up to ½ mile away each day between 10.00 Hrs and 14.00 in order to comply with the Traffic Regulation Order, • The nearest area to relocate my vehicle is likely to be that where Plymouth Community Homes is located and where the residents already experience similar parking issues, <p>In conclusion my preference is for a Parking Permit scheme which I believe would mitigate many of the issues above and be a safer option for residents, pedestrians and other road users. Similar schemes operate in this area e.g. St Marks Road and Roegate Walk near Derriford Hospital. I would therefore wish to be no worse off than other residents who experience the same problems.</p>	
<p>As a resident of Grosvenor Road I am writing to say how delighted I am that about the proposal to put double yellow lines down our road.</p> <p>We find our driveway frequently obstructed by vehicles that have parked right on the edge</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137240</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be</p>

<p>on the dropped kerb making it difficult to turn in, especially as there are usually cars parked opposite us.</p> <p>And only 2 days ago yet another car parked on our side when there were cars already parked on the opposite side, preventing at least 2 delivery vehicles getting down our road (and that was just the ones I saw!).</p> <p>What happens most often is that cars park on our side but on the pavement so they're not blocking the road but that means they're blocking the pavement and we regularly see people walking out into the road to get past a car parked on the pavement.</p> <p>Most people in this road have drives so it won't be inconvenient to them and everyone I've spoken to is in support.</p> <p>So, it will be a blessing to have double yellow lines to stop the inconsiderate parking that currently happens.</p>	<p>prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Hello I am writing in regards to the proposed parking restrictions for the above reference. I agree something needs to be done and many times I sent photos of cars blocking access along Smallack Drive. What I don't understand is the easiest solution is to make it residents parking only. Since Covid it has improved immensely with no issues that I am aware of. I know other areas in Derriford have residents parking and they have driveways so in my opinion this can not be argued against.</p>	<p>Response sent:</p> <p>There are policies on residents parking, and unfortunately, as a lot of households have driveways, this area would not qualify for residents parking:</p> <p>'Not more than 50% of the car owning residents have, or could have parking available within the curtilage of their own property, or within 200 metres walking distance by way of garages or other private off-street space, such as a driveway and/or garages'</p> <p>In 2014 a Controlled Parking Zone (CPZ) policy was introduced to define when the introduction of a CPZ is an appropriate tool to assist in tackling difficulties with residents parking. It is this policy (and any subsequent amendments) that we adhere to.</p>
<p>I would like to express my objection to the proposed parking restrictions for the area of Lansdowne/Richmond/Grosvenor Rd/Smallack Dr, and in particular the 'No Waiting Mon-Fri 10am-14.00pm' on parts of Lansdowne Road.</p> <p>I live on Lansdowne Road and my property does not have a driveway, or space to install one, so I rely on on-street parking for my car. Being self-employed, I need to come and go at irregular times throughout the day, which</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on</p>

<p>means parking can be a problem as it is due to commuter parking in the area. I fear the proposed changes will make the situation worse and am very much concerned that I could be returning from a job during restricted hours and not be able to park my car. I don't mean just having to walk a bit further, but not being able to park at all, because there simply is no on-street parking anywhere in the vicinity outside of our little estate, especially with the parking restrictions also planned for Hunter Close.</p> <p>I have lived here for 8 years and cannot recall a time the refuse lorry was unable to come down the road, although I am aware that the corners between Smallack Drive and Lansdowne/Grosvenor Rd can be a problem. I do agree with the proposal for double yellow lines on street corners/junctions, but would also suggest that these restrictions need to actually be enforced. We already have them at the junction of Lansdowne and Charlton Rd, but this does not seem to stop cars and vans parking right on the lines, obstructing visibility and creating a hazard for people turning out of Lansdowne Road.</p> <p>I sincerely hope a solution can be found that will not make parking in the area even more difficult for residents.</p>	<p>whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I fully support the proposals for the double yellow lines on Grosvenor Road. This will alleviate the continued hazard of pavement parking which is unsociable and breaks up our pavements. It will help with the difficulties the delivery drivers have regarding access. It will help us access our own drives. The dustcart will be very relieved to be able to access our road for once.....and most importantly it will allow the emergency services to access our road.</p> <p>I am very pleased this issue is being addressed.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><i>This proposal has been discussed with the ward Councillors and it has been decided to remove the single yellow lines that were proposed on Lansdowne Road and continue with the all of the double yellow lines as advertised.</i></p>

There has been 1 representation relating to Hurrabrook Gardens

Consultation	Comments
<p>I am a bit confused as to whether “no waiting at any time” actually means waiting or parking. We do get many people who don’t live here parking. I know it is a public highway and we cannot stop them. We have had issues with parking for several years now. It does seem to have gotten worse over the years, in that people will park where and when they like opposite the driveway and usually across the two dips in the road from our driveway across to the other side, so that a gent cannot cross therein his motorised wheelchair. I began to get hold of our local Councillor as when we leave our driveway to back out or frontwards , we are always on the wrong side of the road because cars park all along the other side and cars come around that corner really fast. I did suggest that yellow lines would possibly be better going up the opposite side of our driveway quite a way up. My other concern is for the gent in the motorised wheelchair that’s the crossing point is too near the corner and not too long ago he was crossing from our driveway over and a car coming around the corner almost knocked him down, if it was not for the driver acting quickly that could have been really bad.</p> <p>Photo attached indicates how difficult it would be to come out of our drive and be on the right side of the road.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240 (Hurrabrook Gardens)</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>I can confirm No Waiting at Any Time is double yellow lines and means no vehicles will be able to park on this stretch of road. (Apart from loading and unloading).</p> <p><i>We recommend to go ahead as proposed.</i></p>

There have been 2 representations relating to Long Terrace Close and Down Road

Consultation	Comments
<p>I am totally against the yellow lines , and contest against it . All the cars that are parked down the street on Down Road , belong to owners that live there. The area is not used as a dumping zone for them to walk onto anywhere . Without a plan to relocate the owners cars of Down Road , then where will they park their cars . There is also a speeding issue on the road , which the parked cars help reduce the numbers speeding , which helps a lot as the street has a lot of children in it . And can we please publish the consultation to</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p>

<p>justify the need for this measure in a cul de sac.</p>	<p>You will be notified if and when the proposals will be implemented. Following on from my email this morning please find attached the plan for the proposed parking restrictions for Down Rd / Long Terrace Close. In regards to the consultation for these proposals we have received numerous complaints about vehicles parking on this junction causing visibility issues.</p>
<p>You have put up a notice re extending the double yellow lines proposed at the junction of Down Road and Long Terrace Close to extend to opposite my drive. This was applied for by Councillor Jordan because he is aware of the problems of parking opposite my drive as people parking their restrict my ability to exit my drive safely.</p> <p>I fear more people with park there once the yellow lines yellow lines on the junction are in place. The road is too narrow for cars to be parked there and nobody should be parked on the pavement blocking pedestrians.</p> <p>I have tried to access the plan but can't find it and the and the link doesn't work.</p> <p>Please can you send me the details.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137240</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>Please also find the plan attached (please note this is not to scale).</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>We recommend to go ahead as proposed.</p>

There has been 1 representation relating to Somerset Place Lane, Church Street & Molesworth Road

Consultation	Comments
<p>Thank you for your prompt and comprehensive response, the line painting further down on Church Street prompted my query but that may have been a separate and earlier proposal.</p> <p>The proposal for Somerset Place lane is spot on and will improve access and safety.</p> <p>Please take this as my support for the proposal, if I need to do this more formally let me know. I am happy for you to use this email as a supporting document if needs be.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240 (Somerset Place Lane)</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>We recommend to go ahead as proposed.</p>

There have been no representations relating to the Traffic Regulation Order proposals for Victoria Road, Mount Gould Road, Watson Place, Carlton Terrace, High Street, Portland Court and Portland Road, Wanstead Grove, Carroll Road and St Mowden Road.

4. RECOMMENDATION

It is recommended to remove the No Waiting Mon-Fri 10am-14.00pm (SYL's) from Lansdowne Road and continue with the rest of the Traffic Regulation Order as advertised.

5. LEGAL CONSIDERATIONS

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

When considering whether to make a traffic order it is the Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 (as amended) that sets out that it is the duty of a local authority, so far as practicable subject to certain matters, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in and around Plymouth and provide for suitable and adequate associated parking facilities.

EQUALITY IMPACT ASSESSMENT

TRO Review.4



STAGE I: WHAT IS BEING ASSESSED AND BY WHOM?

<p>What is being assessed - including a brief description of aims and objectives?</p>	<p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004.</p> <p>The effect of the order shall be:</p> <p>To Add/Amend:</p> <p>No Waiting At Any Time on lengths of the following roads: Belliver Way, Boringdon Hill, Carlton Terrace, Carroll Road, Church Street, Crossway, Down Road, Grosvenor Road, High Street, Hurrabrook Gardens, Lansdowne Road, Long Terrace Close, Molesworth Road, Mount Gould Road, Portland Court, Portland Road, Richmond Road, Smallack Close, Smallack Drive, Somerset Place Lane, St Mowden Road, Victoria Road, Wanstead Grove, Watson Place.</p> <p>No Waiting Mon-Fri 10am-14.00pm on lengths of the following road: Lansdowne Road.</p> <p>Limited Waiting To 2 Hours No Return For 4 Hours 11am-3pm Exemption For Permit And Ticket Holders on the following road: High Street.</p> <p>Permit Parking Mon-Fri 11am-12pm on the following road: Watson Place.</p> <p>(As set out in the briefing report).</p>
<p>Author</p>	<p>Holly Curtis</p>
<p>Department and service</p>	<p>Plymouth Highways, Traffic Management Technician</p>
<p>Date of assessment</p>	<p>13/10/2020</p>

STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See guidance on how to make judgement	Actions	Timescale and who is responsible
Age	Please provide % of workforce impacted e.g. Teens = 5% 20's = 20% 30's = 40's = 50's = 60 – 65 = Over 65 =	No adverse impact anticipated		
Disability	No issues raised in consultation	No adverse impact anticipated		
Faith/religion or belief	No issues raised in consultation	No adverse impact anticipated		
Gender - including marriage, pregnancy and maternity	No issues raised in consultation	No adverse impact anticipated		
Gender reassignment	No issues raised in consultation	No adverse impact anticipated		
Race	No issues raised in consultation	No adverse impact anticipated		
Sexual orientation - including civil partnership	No issues raised in consultation	No adverse impact anticipated		

STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN

Local priorities	Implications	Timescale and who is responsible
Reduce the gap in average hourly pay between men and women by 2020.	No adverse impact has been identified.	
Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents by 2020.	No adverse impact has been identified.	
Good relations between different communities (community cohesion)	No adverse impact has been identified.	
Human rights Please refer to guidance	No adverse impact has been identified.	

STAGE 4: PUBLICATION

Responsible Officer	MIKE ARMSTRONG	Date	2/11/20
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Strategic Director, Service Director, Head of Service or Group Manager

EXECUTIVE DECISION

made by a Cabinet Member



REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER


Executive Decision Reference Number – SPI13 20/21

Decision	
1	Title of decision: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2020.2137245 TRO REVIEW 5) ORDER 2020
2	Decision maker (Cabinet member name and portfolio title): Councillor Mark Coker, Cabinet Member for Strategic Planning and Infrastructure
3	Report author and contact details: Amy Neale, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk
4	<p>Decision to be taken: To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004.</p> <p>The effect of the order shall be: To Add/Amend: No Waiting At Any Time on lengths of the following roads: Barlow Gardens, Belmont Villas, Charlotte Street, Chestnut Road, Copse Close, Elim Terrace, George Lane, Lancaster Gardens, Longcause, Looseleigh Lane, Merafield Road, Priory Road, Recreation Road, South View, Springfield Road, St Michael Avenue, Stanborough Road, Tamar Street, Warren Street.</p> <p>School Entrance Clearway Mon-Fri 8am-5pm on lengths of the following roads: Beaconfield Road and Pearn Road.</p> <p>(As set out in the briefing report).</p> <p>Is it recommended to abandon the proposals for Priory Road.</p>
5	<p>Reasons for decision:</p> <p>Budshead:</p> <ul style="list-style-type: none"> Looseleigh Lane - Amend TRO to match double yellow lines on street (no changes on street). Lancaster Gardens – Add Double Yellow Lines to the blind bend in the road on one side for safety issues. <p>Compton:</p> <ul style="list-style-type: none"> Pearn Road – To add a new School Keep Clear Mon-Fri at the rear entrance. This has started to be used to ensure social distancing is being followed. Priory Road – vehicles are parking in the narrow part of this road, which hinders access along this stretch.

	<p>Devonport:</p> <ul style="list-style-type: none"> • (Artherton Place) - Charlotte Street/Warren Street - Add double yellow lines on junction with Warren Street for junction protection. • St Michael Avenue – Add double yellow lines on one side of the road on the bend, bin collections are missed regularly due to parked vehicles on both sides of road blocking access to the lane. Visibility is also an issue with cars parked here. • Tamar Street - Add double yellow lines on junction with Pottery Road for junction protection. <p>Dunstone:</p> <ul style="list-style-type: none"> • South View/Springfield Road - Add double yellow lines on the junction for junction protection. • Stanborough Road – Extend double yellow lines due to visibility issues <p>Ham:</p> <ul style="list-style-type: none"> • Barlow Gardens – Add double yellow lines to various parts of Barlow Gardens, as vehicles are parking inconsiderately, causing obstructions. • Recreation Road - Add double yellow lines on junction with Beacon Park Road for junction protection. <p>Peverell:</p> <ul style="list-style-type: none"> • Elim Terrace – Removal of double yellow lines to create approx. 4 spaces • Chestnut Road – Removal of double yellow lines to create approx. 8 spaces • Beaconfield Road – Reduce the School Keep Clear from at all times to Mon-Fri 8-5 to create more parking in the evenings <p>Plympton Erle:</p> <ul style="list-style-type: none"> • Copse Close - Add double yellow lines on junction with Copse Road for junction protection. • Merafield Road – Add double yellow lines to one side of the road as there is only one pavement and vehicles are parking on it, causing pedestrians to walk into a very narrow road. • Longcause/George Lane – Add double yellow lines for junction protection and visibility issues. <p>Stoke:</p> <ul style="list-style-type: none"> • Belmont Villas – add double yellow lines to a turning head as there are various businesses and a doctor surgery here, which is proving difficult for drivers to turn. 			
<p>6</p>	<p>Alternative options considered and rejected:</p> <p>The alternative option would be to do nothing. This option was discounted on the basis that improvements are needed for safety of all road users.</p>			
<p>7</p>	<p>Financial implications:</p> <p>The Traffic Regulation Order (TRO) and associated works is being funded via the Traffic Management Team and will be paid out of their budget.</p>			
<p>8</p>	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	<p>Yes</p>	<p>No</p> <p>x</p>	<p>Per the Constitution, a key decision is one which:</p> <p>in the case of capital projects and contract awards, results in a new</p>

				commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million
			x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
	If yes, date of publication of the notice in the <u>Forward Plan of Key Decisions</u>			
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:		The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.	
10	Please specify any direct environmental implications of the decision (carbon impact)		n/a	
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section 14)

13b	Which other Cabinet member's portfolio is affected by the decision?			
13c	Date Cabinet member consulted		Mark Coker – 16/09/2020	
14	Has any Cabinet member declared a conflict of interest in relation to the decision?		Yes	If yes, please discuss with the Monitoring Officer
			No	
15	Which Corporate Management Team member has been consulted?		Name	Anthony Payne
			Job title	Strategic Director for Place
			Date consulted	05/11/2020
Sign-off				
16	Sign off codes from the relevant departments consulted:		Democratic Support (mandatory)	DS61 20/21
			Finance (mandatory)	pl.20.21.132.
			Legal (mandatory)	LS/35603/JP/091120
			Human Resources (if applicable)	
			Corporate property (if applicable)	
			Procurement (if applicable)	
Appendices				
17	Ref.	Title of appendix		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		
Confidential/exempt information				
18a	Do you need to include any confidential/exempt information?		Yes	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is

		No	x	not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.							
Signature			Date of decision	18/11/2020				
Print Name	Councillor Mark Coker							

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TRO REVIEW.5

I. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 in association with the TRO Review.5 TRO.

2. TRAFFIC REGULATION ORDERS REQUIRED

2.1 The elements that need a Traffic Regulation Order are as follows:

To Add;

I.1 No Waiting At Any Time

- (i) Barlow Gardens, the east & south side from a point 5 metres north of its boundary between 2&4 Barlow Gardens for a distance of 73 metres in an easterly and northerly direction
- (ii) Barlow Gardens, the east side from its junction with Beacon Park Road for a distance of 43 metres in a northerly direction
- (iii) Barlow Gardens, the north side from a point 2 metres east of its boundary between 49 & 51 Barlow Gardens for a distance of 15 metres in an easterly direction
- (iv) Barlow Gardens, the north side from a point 2 metres west of its boundary between 45 & 47 Barlow Gardens for a distance of 37 metres in a westerly direction
- (v) Barlow Gardens, the west & south side from a point 6.5 metres north of its boundary between 9 & 11 Barlow Gardens for a distance of 6.5 metres in a northerly and westerly direction
- (vi) Barlow Gardens, the south-east side from a point 2.5 metres north of its northern boundary of number 15 Barlow Gardens for a distance of 10 metres in a north easterly direction
- (vii) Barlow Gardens, the west side from its junction with Beacon Park Road for a distance of 11 metres in a northerly direction
- (viii) Barlow Gardens, the west side from a point 2 metres south of its boundary between 52 & 54 Barlow Gardens for a distance of 10 metres in a southerly and westerly direction
- (ix) Belmont Villas, the north side from a point 5 metres west of its boundary between numbers 5 & 6 Belmont Villas for a distance of 25 metres in a clockwise direction
- (x) Charlotte Street, the west side from its junction with Warren Street for a distance of 6 metres in a northerly direction

- (xi) Charlotte Street, the west side from its junction with Warren Street for a distance of 4 metres in a southerly direction
- (xii) Chestnut Road, the north & west side from a point 8 metres west of its boundary between 54 & 56 Chestnut Road to its most western extent, including the turning head
- (xiii) Chestnut Road, the south side from its junction with Limetree Road for a distance of 11 metres in a westerly direction and 11 metres in an easterly direction
- (xiv) Chestnut Road, the south side from its most western extent for a distance of 8 metres in an easterly direction
- (xv) Chestnut Road, the south side from a point 34 metres east of its junction with Limetree Road to its junction with Torr Lane
- (xvi) Copse Close, both sides from its junction with Copse Road for a distance of 10 metres in a northerly direction
- (xvii) Elim Terrace, the south side from its junction with Weston Park Road to a point 6 metres east of its western boundary of number 2 Elim Terrace
- (xviii) George Lane, the east side from the centre line of Longcause for a distance of 37 metres in a northerly direction
- (xix) Lancaster Gardens, the east side from its junction with Budshead Road for a distance of 28 metres in a northerly direction
- (xx) Lancaster Gardens, the west & south side from its junction with Budshead Road for a distance of 110 metres in a northerly and westerly direction
- (xxi) Longcause, the north side from its junction with George Lane to a point 2 metres west of its boundary between 18 & 20 Longcause
- (xxii) Longcause, the south side from its junction with George Lane for a distance of 6 metres in an easterly direction
- (xxiii) Looseleigh Lane, the north side from its junction with Looseleigh Close for a distance of 102 metres in an easterly direction
- (xxiv) Merafield Road, the north side from the boundary of house numbers 32 & 34 Merafield Road for a distance of 67 metres in a westerly direction
- (xxv) Priory Road, the north side from its junction with Byland Road for a distance of 91 metres in a westerly direction

- (xxvi) Priory Road, the south side from its junction with Byland Road for a distance of 99 metres in a westerly direction
- (xxvii) Recreation Road, the south-west side from its junction with Beacon Park Road for a distance of 19 metres in a northerly westerly direction
- (xxviii) South View, both sides from its junction with Springfield Road for a distance of 9 metres in a northerly direction
- (xxix) Springfield Road, the north side from its junction with South View for a distance of 10 metres in an easterly direction and 10 metres in a westerly direction
- (xxx) St Michael Avenue, the east side from its junction with St Aubyn Lane West for a distance of 10 metres in a southerly and easterly direction
- (xxxi) Stanborough Road, the south side from its junction with Church Road for a distance of 52 metres in an easterly direction
- (xxxii) Tamar Street, the east side from its junction with Pottery Road for a distance of 42.5 metres in a northerly direction
- (xxxiii) Tamar Street, south, west & north side from a point 42.5 metres north of its junction with Pottery Road for a distance of 56.5 metres in a clockwise direction
- (xxxiv) Tamar Street, the west side from its junction with Pottery Road for a distance of 12 metres in a northerly direction
- (xxxv) Warren Street, the north side from its junction with Charlotte Street for a distance of 5 metres in a westerly direction
- xxxvi) Warren Street, the south side from its junction with Charlotte Street for a distance of 2 metres in a westerly direction

12.02 School Entrance Clearway Mon-Fri 8am-5pm

- (i) Beaconfield Road, the south side from a point 49 metres east of its junction with Parker Road for a distance of 36 metres in an easterly direction
- (ii) Pearn Road, the west side from a point 5 metres north of the southerly boundary of 25 Pearn Road for a distance of 26 metres in a southerly direction

REVOCATIONS

Items to be revoked from:**Items to be revoked from:****THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING PLACES)
(CONSOLIDATION) ORDER 2004****No Waiting At Any Time**

- (i) Chestnut Road, both sides, from a point 131 metres west of the junction with Limetree Road including the turning head
- (ii) Chestnut Road, the south side, from the junction with Torr Lane to a point 11 metres west of the junction with Limetree Road
- (iii) Stanborough Road, the south side, from the junction with Church Road for a distance of 35 metres
- (iv) Tamar Street, the east side, from the entrance to Tamar Wharf to a point 3 metres north of the junction with Ferry Road
- (v) Tamar Street, the west side, from a point 4 metres north of the junction with Pottery Road
- (vi) Warren Street, the east & north side, from the junction with Charlotte Street for a distance of 7 metres
- (vii) Warren Street, the south & west side, from the junction with Charlotte Street for a distance of 8 metres

No Waiting Mon-Sat 8am-6.30pm

- (i) John Street, the south side, from the junction with Tamar Street for a distance of 5 metres
- (ii) Tamer Street, the east side, from a point 4 metres north of the junction with Pottery Road to the junction with John Street

School Entrance Clearway At Any Time

Beechcroft Road, the south side, from a point 49 metres east of its junction with Parker Road for a distance of 36 metres in an easterly direction

Items to be revoked from:**THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING
PLACES)(AMENDMENT NO 26 - WESTON PARK ROAD) 2002****No Waiting At Any Time**

- (i) Elim Terrace, the south side, from the junction with Weston Park Road for a distance of 57 metres

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT NO. 2012.1202155 - WHITLEIGH) ORDER 2012

No Waiting At Any Time

- (ii) Lancaster Gardens, both sides, from its junction with Budshead Road for a distance of 28 metres in a northerly direction

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT NO. 2018.2137170 - PLYMPTON ERLE) ORDER 2018

No Waiting At Any Time

- (iii) Merafield Road, the north side, from the eastern boundary of No. 34 Merafield Road for a distance of 26 metres in a westerly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the TRO Review.5 were advertised on street, in the Herald and on the Plymouth City Council website on 25/09/2020. It was sent to the Councillors representing the affected wards and statutory consultees on 17/09/2020

There have been representations relating to the Traffic Regulation Order proposals.

There has been 4 representations relating to Barlow Gardens

Consultation	Comments
<p>With regards to the double yellow lines parking review for Barlow Gardens I would like to register my confirmed approval of the application as a street resident.</p> <p>On many occasions I have been forced to reverse into the main road (Beacon Park Road) as cars are blocking the entrance rendering it impossible for two cars to pass. This in itself is very dangerous and could cause many possible accidents to either other cars or pedestrians.</p> <p>The second issue regarding the whole estate is the matter of people parking on pavements sometimes with all 4 wheels mounted. This scenario makes it awkward for pedestrians especially the older infirm ones and pushchairs.</p> <p>I also have concerns that should emergency service be called or needed that it would be impossible for their particular vehicle to access the correct address due to the inconsiderate parking left unregulated.</p> <p>Thank you for taking the time to read my concerns and hopefully the necessary parking issue will be addressed in the very near future.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>We recommend to go ahead as proposed.</p>
<p>I am writing to lodge my objections to the proposal regarding Barlow Gardens contained in this order. I live in Beacon Park Road but this proposal does affect me as I will explain below.</p> <p>From reading the order and the areas of road which will carry double yellow lines I must raise my concerns about the effect of this on residents in Barlow Gardens. With very limited areas for unlimited parking people who are visiting these premises for delivery or to undertake maintenance work for these properties will be forced to find parking spaces near to the property they wish to visit. I am concerned that they will see the spaces allocated for residents and park in these whilst delivering goods or undertaking property maintenance tasks. When I have people who regularly come to do tasks such as cleaning the windows they like to be in close access to my house in order to do the cleaning within the limit of their hose and will want me to move from my parking space to allow them easy access to my house. This means that I then have to try to find somewhere to park whilst they are working. This will put more pressure on other areas of the streets surrounding Barlow Gardens, perhaps for a short periods of time but in other cases longer periods.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>We recommend to go ahead as proposed.</p>

<p>I see that the reason on the order as to why you are proposing introducing yellow lines along a majority of the road in Barlow Gardens is due to inconsiderate parking. I think that the inconsiderate parking could be dealt with using other measures rather than using your powers to add yellow lines to the majority of the road. My view is that this will increase the level of inconsiderate parking and will have a knock on effect on those with a residents parking space like myself.</p> <p>I do not know whether you reply individually to those who respond but I would like to get a response when consultation closes on what the final action will be.</p>	
<p>Commenter sent photo of locations they believe double yellow lines need painting, they are:</p> <p>A. At the entrance on both sides to reduce the risk to cars turning in when there are cars parked very close to the main road.</p> <p>B. After you turn right at the 'T' junction cars park on both sides of the road in particular on the right where they park half on the pavement making it impossible for people with a pram from passing. It also makes that part of the road very narrow possibly restricting access to fire engines and ambulances.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>We recommend to go ahead as proposed.</p>
<p>In respect of the above. In particular the plans for no waiting/ double yellow lines n Barlow Gardens.</p> <p>I oppose aspects of the plans which I think are excessive/unnecessary.</p> <p>In particular I oppose:</p> <p>I.1 (iv) "From a point 2m west of its boundary between 45 & 47 For a distance of 37m in a westerly direction."</p> <p>And</p> <p>I.1 (i) From a point 5m north of its boundary between 2 & 4 for a distance of 73m"</p> <p>I do, however, think the double yellows should extend further from I.1 (vii) the entrance of Barlow Gardens on the left hand side to mirror the 43m on the opposite (right hand) side</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>We recommend to go ahead as proposed.</p>

There has been 1 representation relating to Chestnut Road

Consultation	Comments
<p>The proposed removal of the no waiting at any time (double yellow lines) to the east of Limetree Rd junction will allow cars to park either side of that junction making coming out of Limetree Rd onto Chestnut Road even more dangerous as vehicles race along there.</p> <p>It also reduces the east side of Chestnut Road to Torr Lane to one lane causing traffic to jam up from Torr Lane or a problem for cars turning east out of Limetree Rd towards Torr Lane getting caught and having to reverse against vehicles from Torr Lane.</p> <p>I already have noise and close accident issues with vehicles racing around the junction into and out of Limetree Rd.</p> <p>At present vehicles can be seen quite easily coming from Torr Lane when turning out of Limetree Rd. By allowing vehicles to park either side of Limetree Rd junction increases the possibility of a dangerous accident and with no pedestrian crossing anywhere in the area is a further danger to pedestrians.</p> <p>I therefore wish to object against the east side proposal to Chestnut Road.</p> <p>The council will be held responsible for any accidents and injuries due to this particular part of the proposal going ahead.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><i>We recommend to go ahead as proposed.</i></p>

There has been 1 representation relating to Longcause/George Lane

Consultation	Comments
<p>Commenter wanted to know the reasoning for the proposals.</p> <p>Once we explained the reasoning the customer requested further DYs.</p>	<p>Explained this was for junction protection from George Lane and Plympton House</p> <p>Further request is being considered within the next TRO review.</p> <p><i>We recommend to go ahead as proposed.</i></p>

There has been 5 representations relating to Priory Road

Consultation	Comments
<p>I would like to offer comments regarding the proposed traffic order reference above relating to the</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</p>

<p>installation of double yellow lines along a section of Priory Road, Lower Compton, Plymouth.</p> <p>I live on Priory Road and would 100% recommend the installation of double yellow lines.</p> <p>My flat overlooks the narrow road and there are problems with cars parked in this area on a daily basis.</p> <p>We have our sewerage drains located in the paved area and they have become damaged recently with cars parking on the paved area and pushed the drains inwards. South West Water had to recently come out and unblock these drains and have ordered replacement drain covers.</p> <p>Car owners who don't even live at our flats, park their cars there overnight and walk away from the area to their homes along the road.</p> <p>We have to endure the noise of car doors being slammed at all hours and our windows are just above the area.</p> <p>Some car drivers wait in this area with their engines running and the exhaust fumes and pollution drifts into our windows, which have to be open daily for ventilation in our flats.</p> <p>Daily vans and lorries enter the area in both directions and get stuck and one of them has to reverse to allow the other to pass. This is only a narrow road and the noise and chaos caused is distressing.</p> <p>Our water meters are also set in this paved area and at times I have been unable to take a reading as a car has parked directly on top of the area.</p> <p>I would be extremely grateful if these lines could be installed as soon as possible.</p>	<p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>This request has come from ward Councillors due to a number of issues due to obstructive parking.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><i>It is recommended after speaking to the ward councillors, to abandon Priory Road scheme from this TRO.</i></p>
<p>I am a homeowner living on Priory Road and I would welcome double yellow lines along Priory Road.</p> <p>Vehicles park as close to the wall of my property and block out the light in my flat. Also I am unable to open my windows on the ground floor due to waiting cars emitting fumes.</p> <p>The footpath is always blocked so people walking by have to walk in the road with pushchairs etc, deeming it unsafe and our drains cover's are being damaged in the process.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p>

	<p>This request has come from ward Councillors due to a number of issues due to obstructive parking.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><i>It is recommended after speaking to the ward councillors, to abandon Priory Road scheme from this TRO.</i></p>
<p>I would like to strongly object, on behalf of myself and immediate neighbours, to the proposed application above, to install double yellow line parking restrictions outside of my house. My house is in a small row, on Priory Road, crucially, just before you get to the quoted “<i>narrow part of this road</i>”</p> <p>I have lived in my house for 12 years and have never had a problem parking directly outside my house or ever posed an obstruction to passing vehicles of any size. My neighbour has also parked outside my house for over 20 years before me, again without any obstruction problems.</p> <p>I hereby request that you give me the details of any incidents involving cars parked outside my house/row of houses causing obstruction with dates and times of said reported incidents.</p> <p>I understand there may have been occasions when other residents nearby have parked their or their visitor’s cars further down the lane, where it does narrow, causing obstruction problems for passing lorries, but other responsible residents should not be penalised for the inconsiderate behaviour of other road users.</p> <p>The installation of double yellow lines prior to the narrowing of the lane would serve no purpose other than to create a parking shortage further up the road where parking is already severely congested, especially during Compton Social Club opening hours.</p> <p>Further traffic problems would also be exasperated with no cars parked there, as it would encourage even more drivers to speed through the lane, endangering us leaving the house and people and animals walking along the road. Residents on the opposite side of the road all have the benefit of access and parking at the rear of their properties.</p> <p>Furthermore, whilst I understand parking is not an entitlement, removing the possibility of parking or waiting outside or nearby the house and installing double yellow lines, would severely affect the value of my property and deter potential buyers should I wish to sell in the future.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>This request has come from ward Councillors due to a number of issues due to obstructive parking.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><i>It is recommended after speaking to the ward councillors, to abandon Priory Road scheme from this TRO.</i></p>

<p>Therefore, whilst I understand the need for some restrictions, I appeal to you to revise the plans and only put restrictions where they are clearly needed along the narrow part of the lane to prevent inconsiderate motorists parking in a way that causes obstruction for other road users.</p> <p>I eagerly await your response to this objection and any proposed revisions.</p>	
<p>Please note: we feel the need to add this into the report, however no name or address has been given)</p> <p>I have recently seen the proposals to apply 'No Waiting at Any Time' restrictions to this section of Priory Road, and am very concerned about the safety of pedestrians if these plans go ahead in their current form. Having lived on Priory Road for over twenty years, I have witnessed the gradual demise of local amenities in Lower Compton, first with the loss of the post office/local store, and then the Compton Inn public house. The feeling of living in a 'village within a city', has been replaced by an increase in traffic along Priory Road, and an increase in the speed of that traffic.</p> <p>I don't know what has given rise to the recent proposals, but applying double yellow line regulations along the length of road as marked on the map will only speed up traffic, and make it even more difficult for pedestrians. I am particularly concerned about the unpaved section from 44 to 52. There is normally at least one car parked on the opposite side of the road, which slows traffic to some extent, and provides at least some protection from vehicles passing through, particularly for pedestrians emerging from the steps adjacent to 67. Incidentally, if these proposals are to do with parking, then removing any available spaces will create problems for anyone in the area who doesn't currently have off-street parking. Parking in Priory road has become increasingly difficult over the years.</p> <p>As someone who regularly walks (and drives) along Priory Road in both directions, I am therefore concerned about the proposals as they stand.</p>	<p>No response has been sent as this was sent as a letter with no address or name.</p> <p>It is recommended after speaking to the ward councillors, to abandon Priory Road scheme from this TRO.</p>
<p>I have lived on Priory Road since 1991 and my house is one of the properties along this stretch of road that does not have any pavement outside. I have always parked directly in front of No.65 along with the car of the resident of 65 and in almost 30 years there has never been a problem for cars, vans and even lorries getting through. Until a few years ago there was a pub at 77 Priory Road with weekly deliveries of barrels on a lorry and there was never a problem with this. I am told that recently there was an incident when a dustcart could not pass but as far as I am aware that is an extremely rare occurrence and the only incident I have ever been made aware of.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p>

There are several reasons why the current parking arrangement actually benefits road safety on Priory Road. Road safety is the biggest concern of neighbours and has been for many years. Priory Road is frequently used as a 'cut-through' by drivers who do not live here and who travel at very high speeds. The parked cars in front of Nos. 63 and 65 actually act as a natural method of slowing traffic while it passes in front of the group of houses whose doors and gateways open directly onto the road. If there were no parked cars the danger of getting run over would increase enormously. The parked cars also create safe spaces between them for pedestrians to stand where there are no pavements and cars are passing at speed. There are many families in the area who walk their children to Compton Primary School, often with smaller children in buggies and without the parked cars they would have absolutely no protection from traffic for several hundred yards. There are also a number of elderly residents who also need the road to be safe to walk along while there is no pavement. I think removing what is in reality the only barrier to speeding cars is an unacceptable risk to safety.

Further to the above point, there is a slight bend in the road as you travel east on Priory Road just before the proposed parking restrictions would start. This means that cars travelling in that direction cannot see any of the road beyond the bend and consequently would probably not slow down in any significant way. That could risk anyone stepping out of their house in this stretch of road as they have to walk directly onto the road. Or any pedestrian walking along would also be at a massively increased risk of collision. The parked cars at this point create a natural need for traffic to slow down and offer places for people to pause and be able to see oncoming cars.

There is a further issue of displacing the cars which regularly park there. Lower Compton is/was a village and therefore has narrow roads and fewer parking spaces than properties. The proposed parking restrictions will displace the residents' cars which park there regularly and create further congestion to parking throughout the area - potentially creating further problems for other residents.

I cannot emphasise enough how damaging and dangerous it will be for residents and pedestrians if the proposed parking restrictions come into existence. My objection isn't simply about convenience it is a serious concern about safety. If these restrictions do come into place then PCC MUST install traffic-calming bumps all along Priory Road beforehand but even then I think there is still an increased risk of serious accident and risk to pedestrian safety.

This request has come from ward Councillors due to a number of issues due to obstructive parking.

You will be notified if and when the proposals will be implemented.

It is recommended after speaking to the ward councillors, to abandon Priory Road scheme from this TRO.

There has been 1 (late comment) relating to Recreation Road

Consultation	Comments
<p>I would like to email following the application of double yellow lines on the junction of Recreation Road and Beacon Park Road.</p> <p>Whilst I support the implementation of double yellow lines I plead that the lines are reviewed to be extended. I truly believe that simply putting a fraction of road marking in would further push vehicles along the road causing disruption, tension and conflict. The road is already filled with vehicles. I support the yellow lines on the roundabout, absolutely, but this will cause further issues for residents. There have been multiple occasions already with residents falling out due to vehicle obstructions.</p> <p>There are new build houses with drives along one side of Recreation Road and often views are obscured when accessing the highway. The current double yellow lines also end halfway across one residents drive, this has caused many upsetting occasions where drivers pay attention to the road but not the driveway blocking the resident in. This had led to a missed appointment.</p> <p>Due to the change in community to 100% residential since the removal of the civil service centre for new builds, children now play along Recreation road and Renaissance Gardens. There have been so many near misses due to obscured view when crossing and the blind corner on Recreation Road, double yellows would clear the view for these pedestrians.</p> <p>The local primary school Pennycross, often has day trips with whole classes of 30 young children walking down Recreation road, often those children are not seen at all by motorists. Double yellows would dramatically increase visual distance increasing stop time if a child were to run into the road.</p> <p>I would also add that when Plymouth Argyle play at home our road all day is crammed full of visitors, they often park inconsiderately, blocking access to properties, car parks and obscuring views. Double yellows would prevent this.</p> <p>Cars have been damaged many times due to vehicles squeezing passed each other next to parked cars. Wing mirrors are often broken in the road. Double yellows would</p>	<p>This was a late comment and isn't normally included within reports, however, we have added it for record.</p> <p>Thank you for your email below regarding Recreation Road. Unfortunately, as stated on the notices, the consultation period ended on 15th October 2020. Therefore, although your points have been taken on board, they will not be included in the consultation reports.</p> <p>This traffic order is intended for junction protection.</p> <p>If parked vehicles are blocking your driveway regularly, then you may want to apply for access protection markings at the entrance to your drive.</p> <p>The road markings are in the form of a white bar marking placed across the width of the driveway.</p> <p>The line is advisory and has no legal standing so we cannot prosecute someone for parking there. However, the markings can be helpful in discouraging drivers from parking in front of your dropped kerb.</p> <p>The Police can take action against someone blocking your vehicle in your driveway.</p> <p>A white bar marking costs £180. Details on how to apply can be found at the link below:- www.plymouth.gov.uk/roadsandpavements/roadmarkings</p> <p>We recommend to go ahead as proposed.</p>

<p>completely eradicate this issue for residents. All properties along Recreation Road have either an allocated parking space or driveway, so yellow lines would not impact residential parking unless they have multiple vehicles, to which there is ample parking on Beacon Park Road with an abundance of road width.</p> <p>I attach a link to incidents on Recreation Road, supporting a clearer roadway for the safety of residents. I also attach some pictures so you can see the issue and what my proposal could improve.</p> <p>www.plymouthherald.co.uk/news/plymouth-news/arson-attack-seals-plymouth-street-2363280.amp</p> <p>www.plymouthherald.co.uk/news/plymouth-news/live-ham-drive-car-flips-2553900.amp</p>	
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There has been 12 representations relating to South View/Springfield Road

Consultation	Comments
<p>I wish to represent my support for the proposal to the addition of double yellow lines at the junction of South View / Springfield Road Elburton in the Dunstone Ward.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>We recommend to go ahead as proposed.</p>
<p>I am just emailing to make a comment to say that I am highly for the yellow lines on south view/Springfield road in Elburton.</p> <p>As a resident of South view I am so glad this is hopefully going ahead as I find it a real struggle to exit onto Springfield Road every day and have at least 2 near misses a week with my 2 children in the car.</p> <p>We have had on more than one occasion our bins have been unable to be emptied due to vehicles being parked at the entrance of south view. In addition my sister in law who is in the fire service and drives the fire truck has stressed that a fire engine or</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p>

<p>ambulance would not be able to access the cul de sac due to parked cars due to no yellow lines.</p> <p>After a fight for this from the residents from south view since 2005 it feels we are finally getting somewhere.</p> <p>2nd comment was received from same commenter:</p> <p>In reference to the yellow lines on south view/Springfield in Elburton I have attached just a few photos of examples of not only the horrendous parking but the obstructive view exiting our cul de sac which I do at least twice daily. (photos attached are vehicles parking on the corner of South View/Springfield Road)</p> <p>I understand that people of Springfield road will not be best pleased to lose parking but I do feel that our safety as well as our children's is far more important, especially as there is a lot of the houses that have garages behind their property that they are not using purely because it's easier to parking at the front.</p> <p>(attached was signatures from resident in favour of the proposals) As you can see on the letter all the residents of south view signed to agree they wanted the yellow lines put there but at the time wasn't taken any further.</p> <p>I know this is my second email but wanted to add these photos to your records.</p> <p>Thank you so much for taking the time to read this.</p>	<p>You will be notified if and when the proposals will be implemented.</p> <p><i>We recommend to go ahead as proposed.</i></p>
<p>As someone who has lived here for many years I know the struggle with cars parking on the corner of south view in Elburton. I have struggled myself with seeing what is coming both ways when exiting the cul de sac. I have witnessed a lady On a mobility scooter who is a resident of elburton on numerous occasions struggle to cross the road due to people parked over the dropped Curb.</p> <p>I also know all the residents of south view all signed a petition a few years ago to try and Get yellow lines along with attending meetings ect and it was refused time and time again.</p> <p>I should hope that this being a problem for many years that the right thing will finally be done for the safety of not just cars but pedestrians. I'm pretty sure cars are not</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><i>We recommend to go ahead as proposed.</i></p>

<p>suppose to be parked around a corner of a junction anyway so I'm assuming that there is not really a dispute to why yellow lines would not be carried out?</p>	
<p>I have read the notice on the telegraph pole at the entrance of south view. With regard to the appalling parking at times, whilst visiting in south view it can be extremely dangerous on many occasions whilst trying to pull out onto Springfield road. By the time you can actually see if it is ok to pull out you are halfway out in the middle of the road.</p> <p>I also do a lot of walking with a friend along Springfield road and at times I consider it to be very hazardous with people parking on the dropped kerbs.</p> <p>Hoping this very dangerous situation can resolved.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><i>We recommend to go ahead as proposed.</i></p>
<p>I am writing in favour of the proposed changes to the road systems and installations of double yellow lines linked to the above reference number. For some time now there has been a big issue with parking particularly on Springfield Road and leading into South View. South view in particular becomes a parking bay for houses along Springfield road and this completely blocks your view as a driver exiting onto the main road. Being such a long stretch of road cars regularly are travelling at speed and having to edge out bit by bit because so many cars a parked along the road corners it complete hinders any sight of traffic on the main road.</p> <p>I have experienced on at least 2 occasions, near misses because you just can't see the oncoming traffic. In my opinion these changes will only make the roads around there a lot safer. It will also hopefully stop the unthought full parking of some residents on Springfield Road leading into South View.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><i>We recommend to go ahead as proposed.</i></p>
<p>As a resident of South View in Elburton I am so pleased and grateful that you are considering yellow lines on the turning as it is just an accident waiting to happen as the view left and right leaving South View is so bad that I have had numerous near misses.</p> <p>My wife is also extremely anxious leaving the road to turn onto south view with our children as it is so busy along Springfield Road and people speed along there, so it is</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to</p>

<p>only a matter of time before someone gets seriously injured.</p>	<p>proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>We recommend to go ahead as proposed.</p>
<p>I would like to notify you of my strong objection and concern to the double yellow lines which you are proposing on South View/Springfield Road.</p> <p>I live on Springfield Rd which is very near to South View. I, and my daughter often park on or near to these corners since there is rarely anywhere else to park. This stretch of Springfield Road competes with the village hall, the church, the shops, the school, etc and outside my house is already double yellow lines. So parking or rather lack of parking space is a big issue.</p> <p>Double yellow lines will simply displace cars to other congested areas.</p> <p>As for safety in navigating these corners, large vehicles can cause an obstruction issue however this issue occurs wherever larger vehicles are parked.</p> <p>I would much rather urgent consideration be given to traffic calming measure on Springfield Road since the speed and flow of traffic can make crossing the road difficult and dangerous.</p> <p>I hope that you will take into account my households concerns.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>We recommend to go ahead as proposed.</p>
<p>Can you please put yellow lines on south view!</p> <p>My car was just nearly hit because on the inconsiderate people dumping there cars on the corner of this road I have 3 children in my car and every time I'm scared to leave this junction, you have to do something here, my car was nearly struck the person behind me was beeping to hurry me up to emerge out of the street and when I did I nearly got hit all due to not being able to see the view is completely restricted, if my car was hit all three children would of possibly got hurt because of negligence of others something needs to be done here before there is a serious accident!</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>We recommend to go ahead as proposed.</p>

<p>People parking in that junction is an accident waiting to happen. The view is incredibly restricted when trying to pull out. I do feel that permit parking would benefit Springfield road so residents could park outside there homes would also be of benefit. As there seems to be an increasing amount of cars parking on the street.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><i>We recommend to go ahead as proposed.</i></p>
<p>Id like to add that yellow lines are absolutely needed there on the entrance to south view as I deliver parcels there regularly and on exiting south view you cannot see oncoming traffic and it's worst if someone parks on the corner this makes it impossible to see and your just taking a chance, I have come a few times to nearly having my vehicle hit due to restricted view, someone will get hurt here soon on this junction. It's deadly please, please do something to make it safer to exit this narrow road or please come and try and exit yourselves to see, it's so dangerous.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><i>We recommend to go ahead as proposed.</i></p>
<p>I am writing to put forward my opinion on the yellow lines on South View in Elburton.</p> <p>I totally agree that yellow lines are definitely needed on the entrance to south view as I visit my friend there regularly and find it almost impossible to safely vacate the turning as cars parked on the corner restrict my view.</p> <p>Unless you leave the turning often you wouldn't understand the danger it is potentially causing.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><i>We recommend to go ahead as proposed.</i></p>
<p>I.What does this mean For the householders with cars who need to park along Springfield road?</p>	<p>I. Please see attached plan of proposals. This is for junction protection.</p>

<p>2. Oh how interesting, this is the person who has made it difficult for people to park legitimately by knocking down walls and complaining incessantly since he purchased the property.</p> <p>Parking was never an issue until he moved in and decided to revamp the boundaries with badly placed fencing and removal of hedges.</p> <p>I see he has won the day and parking in Springfield road will continue to be a nightmare for residents and with the loss of much needed parking spaces, even more so!!</p> <p>Well at least one man has been placated at the cost of a lot more.</p> <p>Well done Plymouth City Council! A sterling job!! (That's sarcasm by the way)</p>	<p>If you wish to offer comments on the proposed Order you can reply to this email with your support/objection</p> <p><i>We recommend to go ahead as proposed.</i></p>
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There have been no representations relating to the Traffic Regulation Order proposals for all other proposals.

4. RECOMMENDATION

It is recommended to continue with all Traffic Orders as proposed apart from Priory Road, we recommend this TRO is abandoned.

5. LEGAL CONSIDERATIONS

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

When considering whether to make a traffic order it is the Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 (as amended) that sets out that it is the duty of a local authority, so far as practicable subject to certain matters, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in and around Plymouth and provide for suitable and adequate associated parking facilities.

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EQUALITY IMPACT ASSESSMENT

TRO Review.5



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

<p>What is being assessed - including a brief description of aims and objectives?</p>	<p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2020.2137245 TRO REVIEW 5) ORDER</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004.</p> <p>The effect of the order shall be: To Add/Amend: No Waiting At Any Time on lengths of the following roads: Barlow Gardens, Belmont Villas, Charlotte Street, Chestnut Road, Copse Close, Elim Terrace, George Lane, Lancaster Gardens, Longcause, Looseleigh Lane, Merafield Road, Priory Road, Recreation Road, South View, Springfield Road, St Michael Avenue, Stanborough Road, Tamar Street, Warren Street.</p> <p>School Entrance Clearway Mon-Fri 8am-5pm on lengths of the following roads: Beaconfield Road and Pearn Road.</p> <p>(As set out in the briefing report).</p> <p>After consultation it is recommended Priory Road is abandoned.</p>
<p>Author</p>	<p>Amy Neale</p>
<p>Department and service</p>	<p>Plymouth Highways, Traffic Management Technician</p>
<p>Date of assessment</p>	<p>19/10/2020</p>

STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See guidance on how to make judgement	Actions	Timescale and who is responsible
--	---	---	---------	----------------------------------

Age	Please provide % of workforce impacted e.g. Teens = 5% 20's = 20% 30's = 40's = 50's = 60 – 65 = Over 65 = No issues raised in consultation	No adverse impact anticipated		
Disability	No issues raised in consultation	No adverse impact anticipated		
Faith/religion or belief	No issues raised in consultation	No adverse impact anticipated		
Gender - including marriage, pregnancy and maternity	No issues raised in consultation	No adverse impact anticipated		
Gender reassignment	No issues raised in consultation	No adverse impact anticipated		
Race	No issues raised in consultation	No adverse impact anticipated		
Sexual orientation - including civil partnership	No issues raised in consultation	No adverse impact anticipated		

STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN

Local priorities	Implications	Timescale and who is responsible
------------------	--------------	----------------------------------

Reduce the gap in average hourly pay between men and women by 2020.	No adverse impact has been identified.	
Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents by 2020.	No adverse impact has been identified.	
Good relations between different communities (community cohesion)	No adverse impact has been identified.	
Human rights Please refer to guidance	No adverse impact has been identified.	

STAGE 4: PUBLICATION

Responsible Officer: Mike Artherton

Date 05/11/2020

Group Manager (Parking, Marine and Garage Services)

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EXECUTIVE DECISION

made by a Cabinet Member



REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – SP114 20/21

Decision	
1	<p>Title of decision:</p> <p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT No. 2020.2137247 – ROCK GARDENS & BROXTON DRIVE) ORDER</p>
2	<p>Decision maker (Cabinet member name and portfolio title): Councillor Mark Coker, Cabinet Member for Strategic Planning and Infrastructure</p>
3	<p>Report author and contact details: Amy Neale, Senior Traffic Management Technician, email: amy.neale@plymouth.gov.uk</p>
4	<p>Decision to be taken:</p> <p>To implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 (as amended).</p> <p>The effect of the order shall be to Add/Amend:</p> <p>No Waiting At Any Time on lengths of the following roads:</p> <p>Broxton Drive & Rock Gardens</p> <p>As set out in the briefing report.</p>
5	<p>Reasons for decision:</p> <p>Plymouth's population is forecast to reach 300,000 by 2034, an increase of 17%, with an accompanying increase in economic opportunity. Modelling forecasts show that by 2034, even with currently committed transport schemes and modal shift away from private car to sustainable transport of between 5 and 10%, congestion will worsen which will inevitably impact upon public transport reliability so encouraging greater car use.</p> <p>28% of Plymouth households do not have access to a vehicle. An expanding and improving walking and cycling network, will help create inclusive, low carbon growth, improve productivity and address unemployment which is currently 4.7% –1.4% higher than the regional average, and 0.3% higher than the national average.</p> <p>To address this sustainably, and help make Plymouth an attractive place in which to live, work and invest, the Joint Local Plan identifies that major infrastructure investments are needed, which will improve journey reliability. With 67% of Plymouth commuters working in the city, and with 38% of car journeys less than 2km, walking and cycling have a key role to play.</p> <p>This scheme will also help address physical inactivity which is a major problem in Plymouth with</p>

	<p>just 18.6% of the adult population exercising for 30 minutes three times a week. Physical inactivity is estimated to cost the NHS £4.1 million pa in Plymouth with far greater costs to the wider economy.</p> <p>The proposed parking restrictions ensure that the proposed crossings and their visibility splays are not restricted by parked vehicles.</p>																				
6	<p>Alternative options considered and rejected:</p> <p>The alternative option would be to not implement the parking restrictions, but this would make it impossible to implement safe and attractive crossing points for pedestrians and cyclists, and has therefore been rejected.</p>																				
7	<p>Financial implications:</p> <p>The Traffic Regulation Order (TRO) and associated works are entirely funded from the following sources:</p> <ul style="list-style-type: none"> - Department for Transport's Transforming Cities Fund (tranche 1); - HoTSW LEP Growth Deal - Section 106 funding 																				
8	<table border="1"> <thead> <tr> <th>Is the decision a Key Decision? (please contact Democratic Support for further advice)</th> <th>Yes</th> <th>No</th> <th>Per the Constitution, a key decision is one which:</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>x</td> <td>in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</td> </tr> <tr> <td></td> <td></td> <td>x</td> <td>in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million</td> </tr> <tr> <td></td> <td></td> <td>x</td> <td>is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.</td> </tr> <tr> <td>If yes, date of publication of the notice in the Forward Plan of Key Decisions</td> <td colspan="3"></td> </tr> </tbody> </table>	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million			x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:																		
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		x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.																		
If yes, date of publication of the notice in the Forward Plan of Key Decisions																					
9	<p>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</p> <p>The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.</p>																				
10	<p>Please specify any direct environmental implications of the decision (carbon impact)</p> <p>The decision will enable safe and convenient access for pedestrians and cyclists, therefore providing an alternative to the private car. More than 28% of the city's carbon emissions are associated with transport, a proportion that is rising. Therefore, it is expected that</p>																				

		this decision, and the associated scheme, will be beneficial in reducing the city's carbon impact.		
Urgent decisions				
I 1	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support Support (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section I 3a)
I 2a	Reason for urgency:			
I 2b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
I 3a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section I 4)
I 3b	Which other Cabinet member's portfolio is affected by the decision?			
I 3c	Date Cabinet member consulted	05/10/2020		
I 4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	x	
I 5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	13/11/2020	
Sign-off				
I 6	Sign off codes from the relevant	Democratic Support		DS67 20/21

	departments consulted:	(mandatory)	
		Finance (mandatory)	pl.20.21.150.
		Legal (mandatory)	LS/35640/JP/131120 .
		Human Resources (if applicable)	
		Corporate property (if applicable)	
		Procurement (if applicable)	

Appendices

I7	Ref.	Title of appendix
	A	Briefing report
	B	Equalities Impact Assessment

Confidential/exempt information


I8a	Do you need to include any confidential/exempt information?	Yes		<p>If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in I8b below.</p> <p>(Keep as much information as possible in the briefing report that will be in the public domain)</p>
		No	x	

Exemption Paragraph Number

		1	2	3	4	5	6	7
I8b	Confidential/exempt briefing report title:							

Background Papers

I9	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>
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Title of background paper(s)	Exemption Paragraph Number						
	1	2	3	4	5	6	7
Cabinet Member Signature							
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.						
Signature			Date of decision	18/11/2020			
Print Name	Councillor Mark Coker						

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BROXTON DRIVE AND ROCK GARDENS

I. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 (as amended) in association with the TRO on Broxton Drive & Rock Gardens.

TRAFFIC REGULATION ORDERS REQUIRED

2.1 The elements that need a Traffic Regulation Order are as follows:

To Add;

No Waiting at Any Time

- i. Broxton Drive – west side, from its junction with Billacombe Road to its junction with Rock Gardens
- ii. Broxton Drive – east side, from its junction with Billacombe Road to its junction with the Industrial estate
- iii. Broxton Drive - east side, from a point 13 metres south of its junction with Ashbrook Street to its junction with the industrial estate (including new road)
- iv. Rock Gardens – south side, from its junction with Broxton Drive for a distance of 26 metres in a westerly direction

Revocations

No Waiting At Any Time

- i. Broxton Drive - east side, from a point 13 metres south of its junction with Ashbrook Street to a point 10 metres south of the industrial estate (including new road)
- ii. Broxton Drive - east side, from a point 28 metres south of the industrial estate to its junction with Billacombe Road
- iii. Broxton Drive - west side, from a point 92 metres south of its junction with Ashbrook Street for a distance of 17 metres in a southerly direction
- iv. Broxton Drive - west side, from a point 115 metres south of its junction with Ashbrook Street to its junction with Billacombe Road

2. STATUTORY CONSULTATION

Proposals

The proposals for Broxton Drive & Rock Gardens were advertised on street, in the Herald and on the Plymouth City Council website on 16th October 2020. Details were sent to the Councillors representing the affected ward and statutory consultees on 9th October 2020.

There has been one representation received relating to the Traffic Regulation Order proposals.

Representations	Response
We live on Rock Gardens, I have concerns about the proposal as my son is disabled and a blue badge holder. He relies upon school transport to take him to school and I would be unable to safely walk him any distance to the taxi whilst carrying his car seat and school bag.	<p>Thank you for contacting us about the proposals for parking restrictions on sections of Broxton Drive and Rock Gardens. Please find attached the plans showing the extent of the parking restrictions, none of which are outside any residential properties. Furthermore, I hope it is reassuring that loading and unloading is permitted on double yellow lines and therefore taxis are permitted to pick up and drop off customers.</p> <p>Regarding the 2nd concern that you have raised, your concern is noted. There is parking available in a dedicated area that has</p>

<p>I am unsure as to how far the restrictions will go down Rock Gardens so my concerns are as follows:</p> <p>1) If the restrictions are all the way along Rock Gardens in front of my house the taxi will not be able to stop to pick up/drop off.</p> <p>2) If the restrictions are only at the junction of Broxton drive/Rock gardens this will lead to the industrial estate units that usually park here, parking further along in front of our house leading to the same issues as above with regards to taxi access for my son. I also believe this will make the current exit of the cycle path onto Rock Gardens unsafe due to the vehicles that will be parking there. The speed the bicycles come out of that exit is already unsafe and I feel there should be some sort of L chicane at that exit to slow the bikes down.</p>	<p>been provided as shown on this Street view here. Thank you for your suggestion that additional measures are needed to slow cyclists on Rock Gardens, this is something that will be considered whilst ensuring that access is maintained for wheelchair and mobility scooter users.</p> <p>The delivery of this route along the railway alignment is identified as part of the strategic cycle network www.plymouth.gov.uk/strategiccyclenetwork.pdf. We believe that the benefit of this change, providing a safe crossing point and continuing this high quality off road link for pedestrians, cyclists and wheelchair/mobility scooter users, as part of a wider strategy to provide people with alternative ways to travel, outweighs the loss of these spaces.</p> <p>At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
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4. RECOMMENDATION

It is recommended to proceed with original proposals as advertised and make the Traffic Regulation Order.

5. LEGAL CONSIDERATIONS

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

When considering whether to make a traffic order it is the Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 (as amended) that sets out that it is the duty of a local authority, so far as practicable subject to certain matters, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in and around Plymouth and provide for suitable and adequate associated parking facilities.

EQUALITY IMPACT ASSESSMENT

Plymouth City Council – Strategic Cycle Network



STAGE I: What is being assessed and by whom?

What is being assessed - including a brief description of aims and objectives?

This assessment is for the Strategic Cycle Network (SCN).

Plymouth City Council has an aspiration to create on the ground a strategic cycle network linking each of the neighbourhoods in Plymouth. This network will allow cyclists to travel conveniently and more safely across the city. The works on the ground will also seek to make improvements for pedestrians and people with mobility impairments.

Plymouth adopted the SCN in December 2009. It was developed by Council officers working closely with the Cycle Touring Club, the University of Plymouth, Plymouth Cycle Forum and Velo Club Plymouth. The SCN was then incorporated into the Local Transport Plan, adopted unanimously by Full Council in April 2011.

It is a city plan detailing the network of routes, cycle paths and lanes that we aim to create within the city with a focus on key routes within Plymouth. This will enable us to concentrate its investment on encouraging cycling and improving safety.

The network is designed for both experienced and non-experienced cyclists. It does this through colour coded routes as follows:

Purple network: The purple network is the suggested route for experienced cyclists. Experienced cyclists are generally more able and confident when dealing with traffic. The purple

STAGE 1: What is being assessed and by whom?	
	<p>route is faster and more direct, however in places it will require a higher level of skill to ride safely. The route will be developed using mostly on-road cycle provision (e.g. cycle lanes, advanced stop lines), although off-road provision may be considered where the time delay is small.</p> <p>Green network: The green network is for less experienced and leisure cyclists as well as children. The main focus is on safety, allowing for a more leisurely ride and where possible away from traffic, apart from on lower speed and quieter roads.</p> <p>Combined network: Where the purple and green networks meet the route will be developed so that it is suitable for all cyclists.</p> <p>A copy of the strategic cycle network is available at:- www.plymouth.gov.uk/strategiccyclenetwork</p>
Responsible Officer	Rosemary Starr, Smarter Choices Manager
Department and Service	Strategic Planning and Infrastructure – Place
Date of Assessment	08.01.15

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
Age	Plymouth's SCN and wider cycling programme is designed to encourage greater levels of cycling amongst both experienced and less experienced cyclists, regardless of age.	There is a potential conflict between pedestrians and cyclists, especially elderly pedestrians on shared use paths due to the difference in speed between cyclists and pedestrian.	Cycle training which teaches appropriate behaviour towards other users is now delivered to 80% of Plymouth schoolchildren through Bikeability which in some schools is complemented by Bike It Plus. Adult cycle	Jim Woffenden ongoing


STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
			training is also available.	
Disability	<p>The 2011 census reports that 10,042 people are listed as disabled or long-term sick.</p> <p>People with disabilities experience may transport barriers. For example, some streetscapes present obstacles for wheelchairs, and indirect pedestrian routes can make journeys on foot longer than they might otherwise be.</p> <p>Through the delivery of the SCN opportunities are taken to enhance the facilities for pedestrian, cyclists and people with mobility impairments.</p> <p>Delivery of the SCN also supports several LTP 3 objectives including:-</p> <p>“Make walking, cycling and public transport the desirable choice”</p> <p>(2) Improve the quality, extent,</p>	There is a potential conflict between cyclists and people with disabilities on shared use paths due to the difference in speed between cyclists and pedestrian.	<p>Our adult cycle training is available to members of the public including those with disabilities, with adaptive bikes being available for use within Plymouth thus allowing cycling to be an inclusive activity.</p> <p>Furthermore Plymouth City Council is developing a cycling code of conduct with the cycling community.</p> <p>In addition each individual scheme on the ground includes consideration of these conflicts as part of the design process and safety audit. Public consultation will also be undertaken to help identify issues.</p>	<p>Continuation of programme confirmed until March 2016, Smarter Choices Team</p> <p>Summer 2015, Jim Woffenden</p> <p>Responsibility of individual scheme designer</p>

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	<p>availability of information and physical access of our bus, rail, walking and cycling networks so they are easy to use.</p> <p>“Link communities together”</p> <p>(I) Improve access to community amenities, leisure opportunities and our high quality natural environment.</p> <p>All of which will benefit people with disabilities.</p>			
Faith, Religion or Belief	<p>The 2011 census reports that:-</p> <p>148,917 people in Plymouth are Christian, 881 are Buddhist, 567 are Hindu, 168 are Jewish, 2,078 are Muslim, 89 are Sikh, 1,198 are listed as ‘other religion’, 84,295 have no religion and 18,191 did not state a religion. (Plymouth’s population is 256,384).</p>	No negative impact	None	
Gender - including marriage, pregnancy and maternity	<p>The delivery of the SCN is in accordance with PCC’s values i.e. that we are democratic, responsible, fair and partners and in accordance with our equality and diversity commitment. The network is designed to be accessible to</p>	No negative impact	None	

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	everyone regardless of gender.			
Gender Reassignment	The delivery of the SCN will provide routes which are accessible to everyone, regardless of gender.	No negative impact	None	
Race	<p>The 2011 census reports that:- 238,263 people in Plymouth are white British, 153 are Gypsies or Travellers, 875 are British Indian, 202 British Pakistani, 359 British Bangladeshi, 1,251 British Chinese and 1,219 British Other Asian. 1,106 people are defined as Black British African, 343 Caribbean, 229 as other Black. The census lists 399 people in Plymouth as Arab and 605 as 'other'.</p> <p>The delivery of the SCN will provide routes which are accessible to everyone, regardless of race.</p>	No negative impact	None	
Sexual Orientation -including Civil Partnership	The delivery of the SCN will provide routes which are accessible to everyone, regardless of sexual orientation.	No negative impact	None	

STAGE 3: Are there any implications for the following? If so, please record 'Actions' to be taken

Local Priorities	Implications	Timescale and who is responsible?
Reduce the inequality gap, particularly in health between communities.	<p>One of the drivers of the health inequality gap is lower levels of physical activity. Improving opportunities for cycling whilst making pedestrian improvements will increase physical activity so helping to improve health.</p> <p>Only 18.6% of the adult population of Plymouth exercises for 30 minutes three times a week making the city one of the lowest exercising areas in the South West. The Chief Medical Officer identifies walking and cycling as easy ways to increase exercise.¹</p>	<p>Ongoing during the delivery of the Strategic Cycle Network.</p> <p>This action is the responsibility of the Smarter Choices Team and the scheme designer</p>
Good relations between different communities (community cohesion).	Delivery of the SCN routes will physically improve the connections between communities. In addition, as part of the delivery of the SCN consultation will be undertaken on the routes proposed thus actively engaging the community.	<p>Ongoing during the delivery of the Strategic Cycle Network.</p> <p>This action is the responsibility of the Smarter Choices Team and the scheme designer</p>
Human Rights	No negative implications are expected from the delivery of the SCN, alongside the wider cycling programme which is designed to give people the skills and confidence to make more trips by bike.	

STAGE 4: Publication			
Assistant Director approving EIA.		Date	08.01.15

¹ Local Transport Plan 2011–26, Plymouth City Council, April 2011

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EXECUTIVE DECISION

made by a Cabinet Member



REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – FI01 20/21


Decision	
1	Title of decision: Approval to proceed with disposal of public open space at Bampfyld Way, Southway, Sherril Close, Elburton, and Wilmot Gardens , Honicknowle after consideration of objections received following notice of the intention to dispose of the land.
2	Decision maker (Cabinet member name and portfolio title): Councillor Lowry, Cabinet Member for Finance
3	Report author and contact details: Nick Argles, Principal Surveyor, Land & Property Team. Telephone 01752 307182, email: nick.argles@plymouth.gov.uk
4	Decision to be taken: To proceed with the disposal of land at Bampfyld Way, Southway, Sherril Close, Elburton, and Wilmot Gardens, Honicknowle having considered objections to the notice of intention to dispose of public open space.
5	<p>Reasons for decision: To support the Council's agenda of increased and accelerated housing delivery and outputs required to provide more decent homes supporting citizens to live and work in Plymouth. The housing waiting list currently has around 7,000 households in need of affordable homes in Plymouth. Through the Plan for Homes 3 2019 – 2024 policy the Council has committed to release City Council land, and to providing 1,000 new homes per annum. In order to meet this target additional sites must be identified for housing development.</p> <p>Whilst concerns have been raised over utilising these sites for housing it is felt that the urgent need for broadening the housing offer and delivery on the Plan for Homes 3 objectives outweighs these concerns.</p> <p>There are economic benefits to releasing these housing sites as they will lead to SME builders in Plymouth being active at a time of great uncertainty in the housing market due to the impacts of Covid-19, thus safeguarding and creating jobs in the construction industry and supply chain</p>
6	Alternative options considered and rejected: To retain the land as public open space. This would result in fewer new homes being built.
7	<p>Financial implications: Should the sites be developed for housing, there is potential for the Council to receive additional income in the form of Capital Receipts from the sale of land together with other income, including Community Infrastructure Levy (CIL) contributions, potential Section 106 obligations, Council Tax and New Homes Bonus.</p> <p>There will be a reduced maintenance liability in respect of the land following any disposal.</p>

8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million
		x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.	
	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	<p>Corporate Plan 2018-2022</p> <p>A GROWING CITY – Releasing these sites for housing will assist in providing a broad range of homes, and economic growth that benefits as many people as possible.</p> <p>A CARING COUNCIL – People feel safe in Plymouth. Development of these sites for housing will provide more decent homes.</p>		
10	Please specify any direct environmental implications of the decision (carbon impact)	<p>Delivering new build housing (to new Building Regulations standards) would provide excellent thermal efficiency in new dwellings and help to reduce fuel poverty for residents. The development proposals would also be subject to new Low Carbon/ Renewables Joint Local Plan policy in design terms, which would also secure improvements to address the carbon footprint/environmental implications of the Housing schemes</p>		

Urgent decisions

11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			

Print Name:			
Consultation			
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes	<input checked="" type="checkbox"/>
		No	<input type="checkbox"/>
		(If no go to section I4)	
I3b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Penberthy, Cabinet Member for Housing and Co-operative Development	
I3c	Date Cabinet member consulted	Most recently on 20 th October 2020 at Portfolio Holder meeting	
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	<input type="checkbox"/>
		No	<input checked="" type="checkbox"/>
		If yes, please discuss with the Monitoring Officer	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne
		Job title	Strategic Director for Place
		Date consulted	4 th November 2020
Sign-off			
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS52 20/21
		Finance (mandatory)	pl.20.21.79
		Legal (mandatory)	35422/AC/13/10/20
		Human Resources (if applicable)	
		Corporate property (if applicable)	0106 06/08/20
		Procurement (if applicable)	
Appendices			
I7	Ref.	Title of appendix	
	A	Briefing report	
	B	Equalities Impact Assessment	
Confidential/exempt information			
I8a	Do you need to include any confidential/exempt information?	Yes	<input type="checkbox"/>
		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for	

		No	x	publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Comments received in response to approval to proceed with disposal of Public Open Space at five Housing Plots following consultation.		x						
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.							
Signature					Date of decision		17/11/2020	
Print Name		Councillor Mark Lowry (Cabinet Member for Finance)						

Part I Briefing Report**Approval to proceed with disposal of Public Open Space at 3 sites after consideration of objections received following notice of the intention to dispose of the land****1.0 Background**

- 1.1 Land at Bampfylde Way, Southway; Bramfield Place, Eggbuckland; Elgin Crescent, Budshead; Orchard Avenue, Eggbuckland; Peters Park Close, St Budeaux; Shakespeare Road (Byron Avenue), Honicknowle; Sherril Close, Elburton; and Wilmot Gardens, Honicknowle; Plymouth was identified through the Council's Strategic Land Review as having residential development potential.
- 1.2 The Council's 'Plan for Homes' is a key initiative as part of the Council's Corporate Plan 2018-2022. The overall ambition of the third and latest version of the 'Plan for Homes' is to increase housing supply by 1,000 homes per year for a five year period from April 2019 to March 2024 under three themes, as follows:
- Improving housing conditions and broadening choice
 - Supporting the delivery of Joint Local Plan housing numbers.
 - Housing Investment Fund- using PCC resources to unlock development.
- 1.3 Pursuant to Section 123(2A) of the Local Government Act 1972 the Council placed a Loss of Public Open Space Notice advertising the Council's intention to dispose of the sites in the Public Notices Section of the Plymouth Herald on two consecutive weeks in December 2019 (12 December and 19 December 2019) and on the Council's website on the Legal Notices page. Objections to the proposed loss of open space were invited with a closing date of 3 January 2020.
- 1.4 To improve vehicular access to the Sherril Close site a small extra piece of land (0.058 hectares) was advertised for Loss of Public Open Space following the process in 1.3. It was advertised on the 5th and 12th August 2020 and no objections were received by the closing date of 5th September 2020. This land is now included in the Sherril Close site.

2.0 Objections

- 2.1 The Council received one email objecting to the loss of public open space on all ten sites. The objection received can be summarised in two parts as follows:-

Objection Received	Comment
I. Housing need has already been met for the short term by the Joint Local Plan.	The Joint Local Plan states that housing provision during the plan period of 2014 to 2034, will comprise within the Plymouth Policy Area - at least 19,000 new homes, of which 4,550 should be affordable. The JLP sets an annualised housing provision target of 950 dwellings for each year until 2034. The provision of new homes is one of the

<p>2. Disposables appear contrary to the Plymouth Climate Emergency Action Plan.</p>	<p>most important elements of the JLP. The release of these sites for housing positively impacts on these targets.</p> <p>The Plymouth Climate Emergency Action Plan recognises that new homes will also need to form part of the solution, with Plymouth having a strong growth agenda to build at least 19,000 homes within the Plymouth Policy Area by 2034. The Plymouth and South West Devon Joint Local Plan already contains policies which seek to ensure that new housing is as energy efficient as possible in line with the current building regulations and National Planning Policy Framework.</p>
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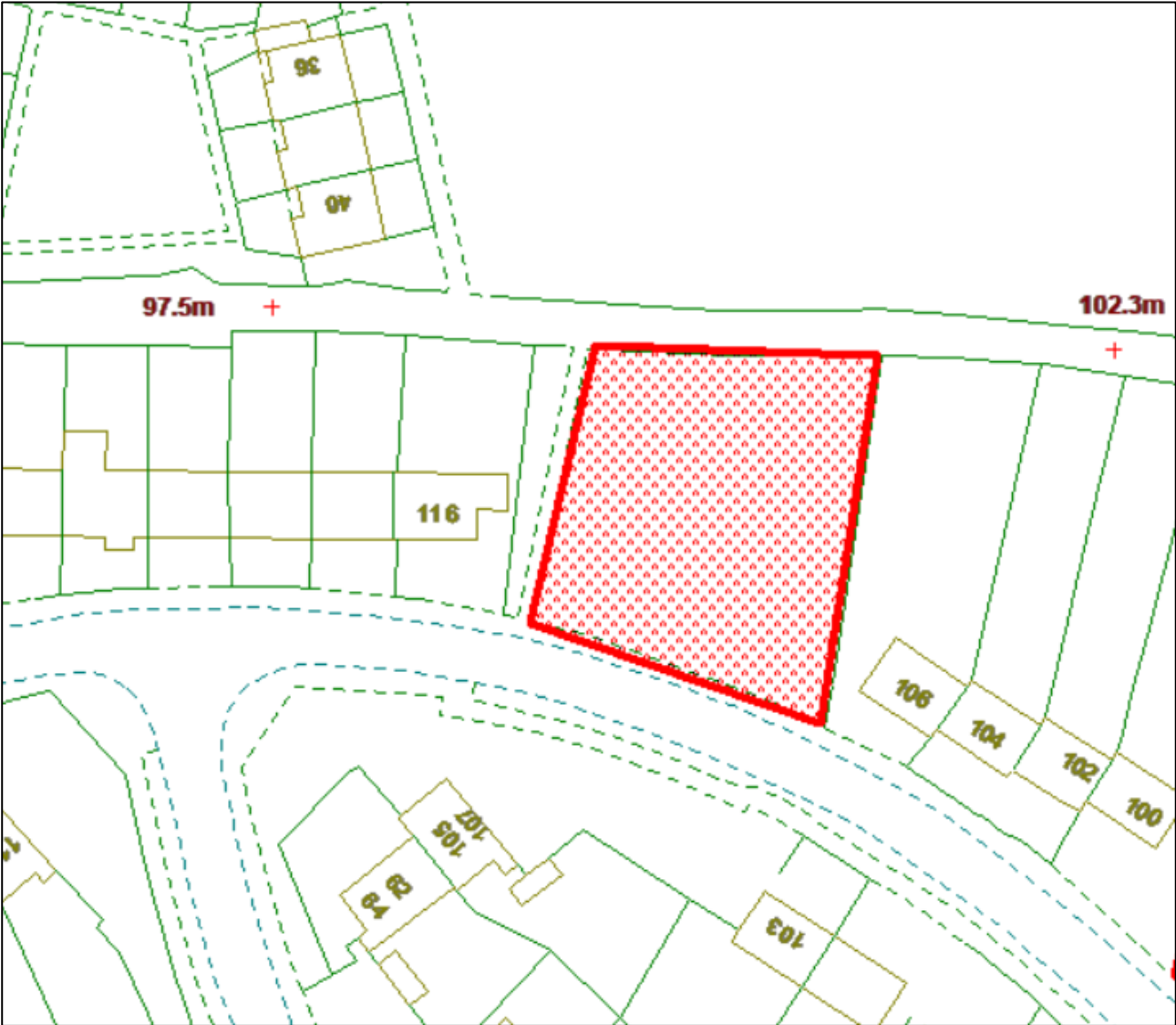
3.0 Recommendation

- 3.1 To proceed with the disposal of public open space at the following priority sites where offers have been accepted, terms are being negotiated with the purchasers and sign off of the Loss of Public Open Space will allow these offers to be worked up towards planning submissions: Bampfylde Way, Southway; Sherril Close, Elburton, and Wilmot Gardens, Honicknowle, Plymouth having considered objections to the notice of intention to dispose of public open space. See attached plans with land edged red.

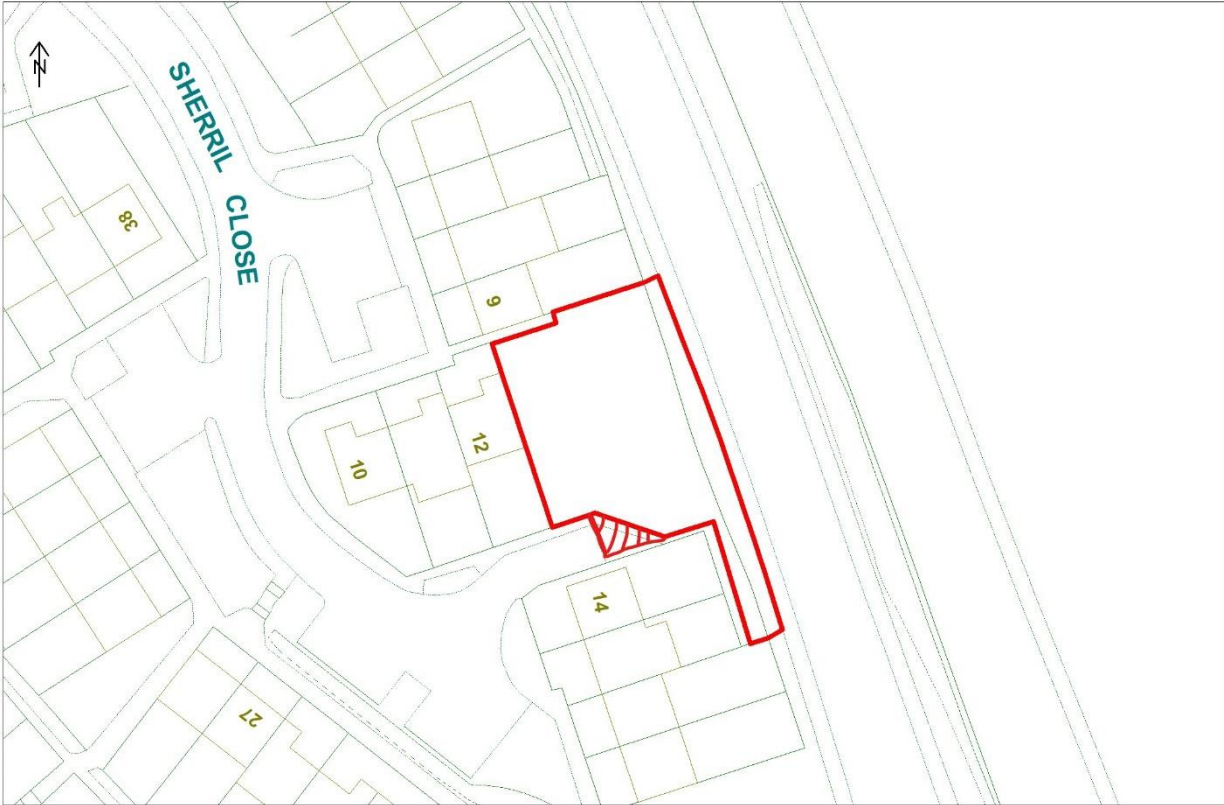
4.0 Reasons for Recommendation

- 4.1 The housing waiting list currently has around 7,000 households in need of affordable homes in Plymouth. The Council has committed to providing 1,000 homes per annum for the next 5 years. In order to meet this target additional sites must be identified for housing development. Whilst concerns have been raised over using these sites for housing it is felt that the urgent need for housing outweighs these concerns, and as landowner we can ensure that homes are built on these sites that meet specific housing needs in the city that are unlikely to be met from market led developments alone.
- 4.2 There are economic benefits to releasing these housing sites as they will lead to SME builders in Plymouth being active at a time of great uncertainty in the housing market due to the impacts of Covid-19, thus safeguarding and creating jobs in the construction industry and supply chain

Bampfylde Way, Southway



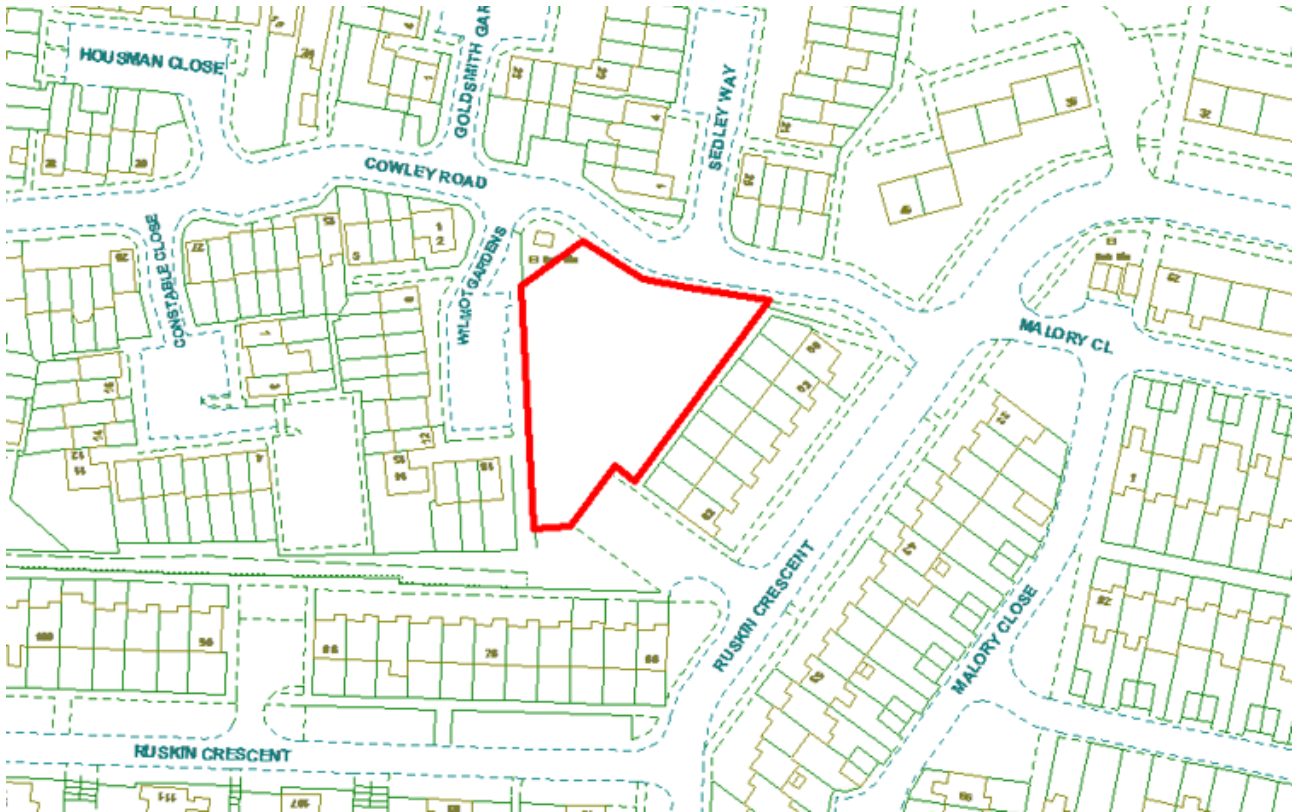
Sherril Close, Elburton



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Published 2019
Scale 1:500

Wilmot Gardens, Honicknowle



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EQUALITY IMPACT ASSESSMENT

Land and Property, Economic Development, Place



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

<p>What is being assessed - including a brief description of aims and objectives?</p>	<p>Decision to dispose of land (loss of public open space) – for Housing Development.</p> <p>Offers for the land have been assessed on social and economic benefits as well as capital receipt offered. The aim is to assist the City’s agenda of accelerated housing delivery and providing increased levels of affordable housing and better quality homes. The developments will provide more affordable housing, helping meet our identified housing needs and helping reduce the use of temporary accommodation for homeless households.</p> <p>They will also provide more accessible/adaptable housing allowing more elderly and disabled people to stay in their own homes and reducing the need for future major adaptations.</p> <p>Homes will be built to new thermal building regulations standards - reducing the City’s carbon emissions and reducing fuel poverty by helping households reduce their fuel bills.</p>
<p>Author</p>	<p>Nick Argles</p>
<p>Department and service</p>	<p>Land and Property</p>
<p>Date of assessment</p>	<p>16/10/2020</p>

STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See guidance on how to make judgement	Actions	Timescale and who is responsible
Age		No		
Disability		No		
Faith/religion or belief		No		

Gender - including marriage, pregnancy and maternity		No		
Gender reassignment		No		
Race		No		
Sexual orientation - including civil partnership		No		

STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN

Local priorities	Implications	Timescale and who is responsible
Reduce the gap in average hourly pay between men and women by 2020.	N/A	
Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents by 2020.	N/A	
Good relations between different communities (community cohesion)	Provision of high quality affordable housing will have a positive impact on community cohesion.	
Human rights Please refer to guidance	The right to shelter and suitable housing is a fundamental human right – the provision of affordable housing will have a positive impact on the households housed and future households who will use this accommodation.	

STAGE 4: PUBLICATION

James Watt (Head of Land & Property)

Date 16th October 2020

Strategic Director, Service Director or Head of Service

EXECUTIVE DECISION

made by a Cabinet Member



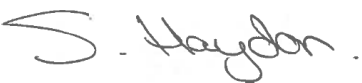
REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – CFCS04 20/21

Decision	
1	Title of decision: Revocation of two existing hackney carriage stands (taxi ranks) located at Old Town Street and Whimble Street and the appointment of two new taxi ranks located at St Andrews Cross/Whimble Street and Cornwall Street/Eastlake Street.
2	Decision maker (Cabinet member name and portfolio title): Councillor Sally Haydon, Cabinet Member for Customer Focus and Community Safety.
3	Report author and contact details: Graham Hooper, Senior Officer, Intelligence and Licensing 01752 304533 graham.hooper@plymouth.gov.uk
4	Decision to be taken: <ol style="list-style-type: none"> 1. Revoke the appointed 14 vehicle, 24 hour hackney carriage stand at Old Town Street 2. Revoke the appointed 3 vehicle, 24-hour hackney carriage stand at Whimble Street 3. Appoint a 10 vehicle, 24-hour hackney carriage stand at Cornwall Street/Eastlake Street. 4. Appoint a 7 vehicle, 24-hour hackney carriage stand at St Andrews Cross/Whimble Street
5	Reasons for decision: To approve the revocation and appointment of hackney carriage stands as prescribed under Section 21 of the Plymouth City Council Act 1975 to facilitate necessary public realm works in the area.
6	Alternative options considered and rejected: <ol style="list-style-type: none"> 1.) To reject proposals (as outlined in the attached briefing paper, Appendix A). To reject the proposals is not a viable option as the planning approved multi million public realm works scheme forms a vital part of 'Better Places Plymouth' which is an initiative to transform the heart of the city centre. The scheme will bring much needed life, activity and commerce back to the city centre, making the area look and feel more attractive to shoppers and visitors – supporting improved trading and encouraging inward investment. 2.) To alter, vary or change either proposal having regard to the content of this report. A number of options have been considered. Extensive consultation took place with representatives of the taxi trade prior to final proposals being submitted for consent. The proposals are considered the most viable in terms of maintaining and increasing trade, public accessibility and public safety.
7	Financial implications: There have been no costs associated with the advertising and physical amendments to the rank that have been funded by the hackney carriage trade account. The costs of advertising the

	consultation and relocation works will be met directly through the developer and the public realm works.			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			X	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			X	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million
		X	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.	
	If yes, date of publication of the notice in the Forward Plan of Key Decisions	N/A		
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be the key in helping the City meet its Corporate Plan Priorities.		
10	Please specify any direct environmental implications of the decision (carbon impact)	There are no direct environmental implications of the decision. The new rank location will not increase or impact on carbon emissions.		
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support democraticsupport@plymouth.gov.uk for advice)
		No	X	(If no, go to section 13a)
12a	Reason for urgency: N/A			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny			

Committee name:			
Print Name:			
Consultation			
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes	<input checked="" type="checkbox"/> No
			(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Sue Dann (Cabinet Member for Environment and Street Scene)	
I3c	Date Cabinet member consulted	22 July 2020	
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	<input type="checkbox"/> No <input checked="" type="checkbox"/>
			If yes, please discuss with the Monitoring Officer
I5	Which Corporate Management Team member has been consulted?	Name	Ruth Harrell
		Job title	Director of Public Health
		Date consulted	22 July 2020
Sign-off			
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS64 20/21
		Finance (mandatory)	djn.20.21.125
		Legal (mandatory)	35593.ag.6.11.2020
		Human Resources (if applicable)	N/A
		Corporate property (if applicable)	N/A
		Procurement (if applicable)	N/A
Appendices			
I7	Ref.	Title of appendix	
	A	Briefing report for publication	
	B	Plans	
	C	Public Notice	
	D	Consultation Responses	

	E	EIA							
Confidential/exempt information									
18a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)					
		No	X						
			Exemption Paragraph Number						
			1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:								
Background Papers									
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.								
Title of background paper(s)			Exemption Paragraph Number						
			1	2	3	4	5	6	7
N/A									
Cabinet Member Signature									
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.								
Signature				Date of decision	09/11/2020				
Print Name	Councillor Sally Haydon								

APPENDIX A**BRIEFING PAPER****1.0 Background**

- 1.1 'Better Places Plymouth', is an initiative to transform the very heart of the city centre, renewing and rejuvenating its open spaces and pedestrian areas to create a better place in which to shop, work, visit and enjoy. Vibrant streetscapes and inviting public spaces will bring life, activity and commerce back to the city centre, making the area look and feel more attractive to shoppers and visitors, which will support improved trading and encourage inward investment.
- 1.2 The Better Places project will transform the open spaces and pedestrian areas around the city centre in three key areas. One of these key areas is Old Town Street/New George Street East. When completed, Old Town Street will become a pedestrianised street. This means taxis will no longer be able to be obtained from this location. Therefore, to replace the loss of this key city centre rank there will be two new appointed hackney carriage stands. One taxi rank will be located on Whimble Street and just off St Andrews Cross roundabout, next to the existing car park. The other taxi rank will be located on Cornwall Street and Eastlake Street, adjacent to Marks and Spencer and at the entrance to at the entrance to Drakes Circus. Both of the new ranks will operate 24 hours per day.

2.0 Legal Provisions

- 2.1 Section 21 of the Plymouth City Council Act 1975 lays down the legal process for the introduction, amendment and revocation of Hackney Carriage Ranks. It states that ranks shall not be situated;
 - (a) So as to unreasonably prevent access to any premises
 - (b) So as to impede the use of points authorised to be used in connection with a public service vehicle
 - (c) On any highway without the consent of the Highway Authority
 - (d) Without due regard to the position of bus stops
- 2.2 The Act requires that the Council shall give notice to the Chief Officer of the Police and to the public of the proposals by advertisement in at least one local newspaper, and shall take into consideration, any objections or representations in respect of such proposals made within 28 days of the first publication of such notice.

3.0 Proposal

- 3.1 To facilitate the public realm works the following two proposals were advertised and went to public consultation:
- 3.2 Proposal One

The first proposal was to revoke the existing appointed fourteen vehicle, twenty four hour taxi rank located at Old Town Street and to appoint a ten vehicle, twenty four hour taxi rank, located at the south east side of Cornwall Street and Eastlake Street.

Although the new rank will be one distinct rank it is spread geographically over two differently named streets. One part of the rank is located at the southeast side of Cornwall

Street from a point one hundred and four metres south of its junction with Cobourg Street, for a distance of thirty-three metres in a southwesterly direction. The other part of the rank is located in Eastlake Street on the east side from a point seventy four metres south of its junction with Cobourg Street, for a distance of twenty-one metres in a southerly direction.

3.3 Proposal Two

The second proposal was to revoke the existing appointed three-vehicle taxi rank located at Whimble Street and to appoint a new seven-vehicle stand at St Andrews Cross and Whimble Street.

This taxi rank will be one distinct rank but as with proposal, one it will be spread geographically over two differently named streets. One part of the rank will be located just off St Andrews Cross roundabout on the south-west side from a point fifteen metres southeast of its junction with Royal Parade and for a distance of sixteen metres in a southeasterly direction. The second part of the rank will be located at Whimble Street on the northeast and northwest side from its junction with St Andrews Street car park, for a distance of twenty-eight metres in a south easterly and northeasterly direction.

3.4 Plans showing the location and of both of the new taxi ranks are attached to this report as Appendix B.

4.0 Public Consultation

4.1 The proposals were advertised by Public Notice in the Plymouth Herald on 22 July 2020 with comments to be received no later than 20 August 2020. A copy of the public notice and can be viewed in Appendix C.

4.2 In addition, letters/emails of notification were sent to persons and representatives of the following bodies and organisations considered to have an interest in these proposals:

- Cabinet Member for Customer Focus and Community Safety
- Chair Taxi Licensing Committee
- Chief Superintendent, Devon & Cornwall Police
- All local businesses in the vicinity of the existing and proposed ranks
- Local Ward Councillors, St Peter and the Waterfront
- Head of Plymouth Highways & Street Services
- Public Transport Officer, Strategic Planning and Infrastructure
- Senior Lawyer, Legal Services
- Plymouth Licensed Taxi Association
- All Hackney Carriage (Taxi) Drivers licensed by Plymouth City Council

5.0 Outcome of Consultation Process

5.1 The Hackney Carriage trade association, the Plymouth Licensed Taxi Association (PLTA), provided no objections to the proposals, which were discussed regularly during quarterly

trade liaison meetings. In addition, the PLTA was extensively consulted with at the start of this process and had input with the final design of the new rank provision.

- 5.2 In total, five responses were received from the wider hackney carriage trade, two were in objection to proposals outright and three were regarding general enquiries about the proposals.

The two outright objections related to the safety of the public and the loss of valuable rank provision.

No objections to the proposals were received from members of the police, public, internal/external stakeholders or businesses in the immediate vicinity of the rank.

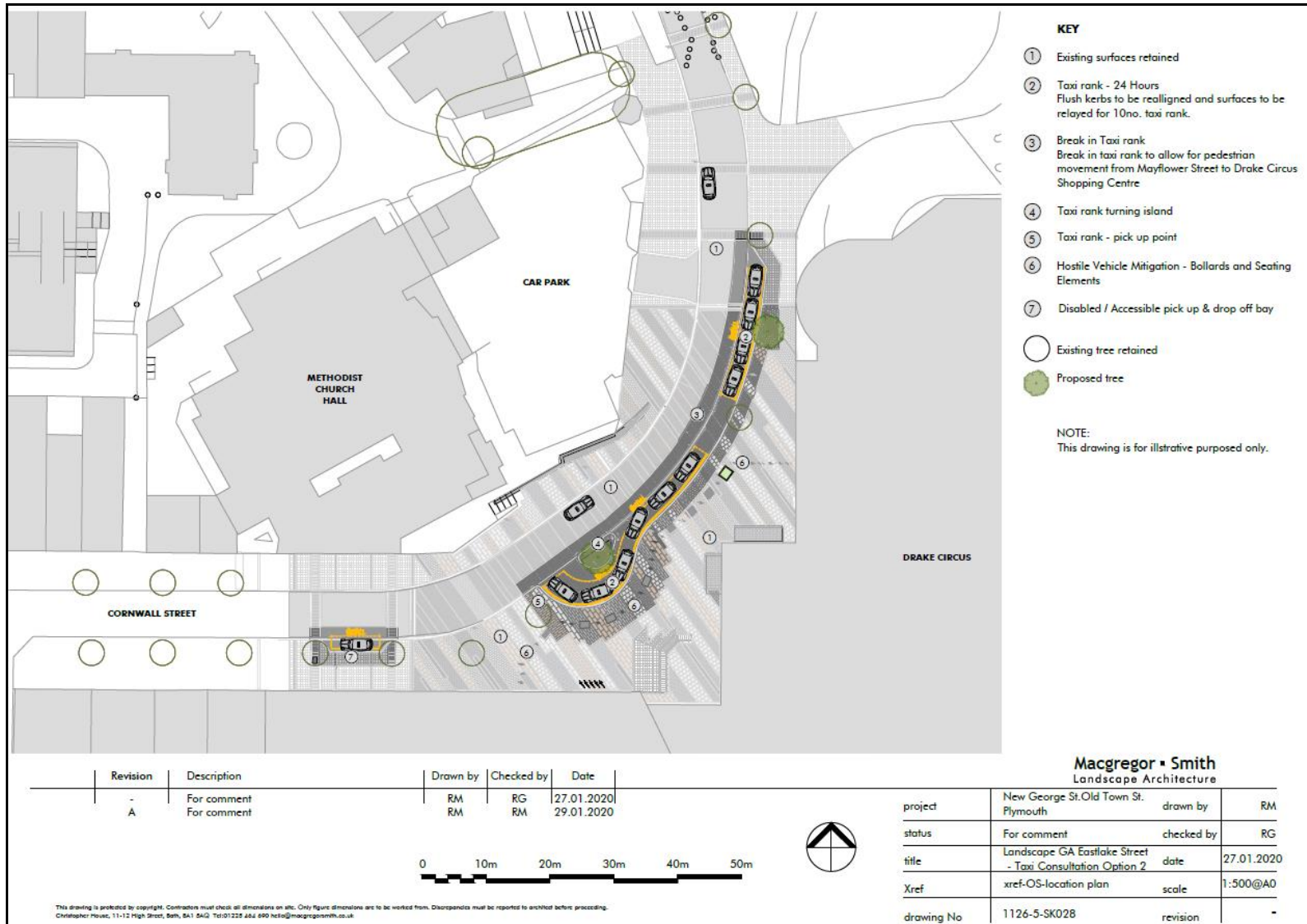
- 5.3 All of the responses received in the consultation process and the replies can be viewed in Appendix D.

6.0 Summary and Conclusion

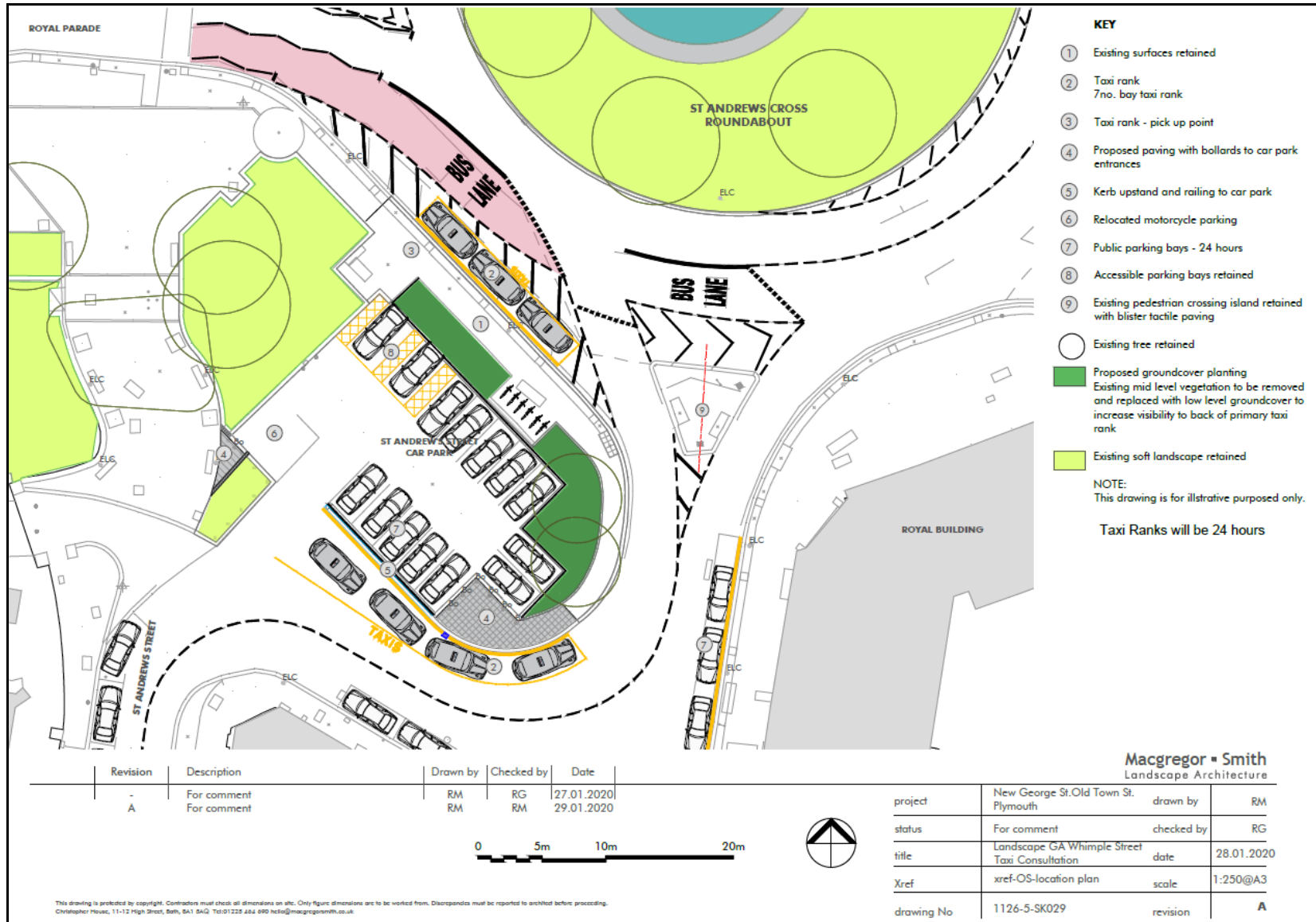
- 6.1 The public realm works of New George Street and Old Town Street will see the relocation of the existing taxi rank facilities on Old Town Street to Whimble Street and St Andrews Cross and the creation of new rank spaces at Cornwall Street and Eastlake Street.
- 6.2 There will be no overall loss of taxi rank vehicle spaces because of the proposals. Seventeen vehicle spaces will be removed and the same amount of vehicle spaces will be created with the new ranks.
- 6.3 While the loss of the existing appointed taxi rank at Old Town Street is regrettable it is this Departments view that the public realm works will strengthen the city centre and lead to an increase in public footfall and an overall increase in taxi usage.
- 6.4 No access to domestic or business premises in the area will be obstructed or prevented by the creation of the new taxi ranks and the existing bus stops or other points authorised to be used in connection with public service vehicles, will not be impeded.
- 6.5 The proposed amendment has been widely consulted on as required under the Plymouth City Council Act 1975. Five responses were received and have been duly considered. Any concerns raised through the consultation have been determined to be negligible with little or no impact.
- 6.6 It is therefore recommended, that the Cabinet Member after full consideration of the information contained in this report accept the proposed revocation of the existing taxi ranks at Old Town Street and Whimble Street and the appointment of new ranks at St Andrews Cross/Whimble Street and Cornwall Street/Eastlake Street.

Appendix B Location Plans

Cornwall Street/Eastlake Street



Whimble Street/St Andrews Cross



APPENDIX C Public Notice placed in the Herald Tuesday 5 November 2019**HACKNEY CARRIAGES STANDS
PLYMOUTH CITY COUNCIL ACT 1975**

Notice is hereby given that Plymouth City Council in exercise of its powers under Section 21 of the Plymouth City Council Act 1975 proposes to:

- **Revoke the appointed 14 vehicle, 24-hour stand at Old Town Street**
- **Appoint a 10 vehicle, 24-hour stand at Eastlake Street and Cornwall Street.**
- **Revoke the appointed 3 vehicle, 24-hour stand at Whimble Street.**
- **Appoint a 7 vehicle, 24-hour stand at St Andrews Cross/Whimble Street.**

For the use of hackney carriages as detailed in the schedule below.

Any written objections or representations should be sent in writing or by email to the undersigned by no later than 28 days following the publication of this notice.

SCHEDULE**PROPOSALS FOR ALTERATION OF EXISTING HACKNEY CARRIAGE STAND**

- **Revoke the appointed 14 vehicle 24 hour stand at Old Town Street**
- **Appoint 10 vehicle, 24-hour stand, southeast side of Cornwall/Eastlake Street.**

Cornwall Street & Eastlake Street, the southeast side from a point 104 metres south of its junction with Cobourg Street for a distance of 33 metres in a southwesterly direction.

Eastlake Street, the east side from a point 74 metres south of its junction with Cobourg Street for a distance of 21 metres in a southerly direction

- **Revoke the existing appointed 3 vehicle stand at Whimble Street.**
- **Appoint a 7 vehicle stand at St Andrews Cross and Whimble Street**

St Andrews Cross, the south-west side from a point 15 metres southeast of its junction with Royal Parade for a distance of 16 metres in a southeasterly direction

Whimble Street, the northeast & northwest side from its junction with St Andrews Street Car Park for a distance of 28 metres in a south easterly and north easterly direction

Maps and associated information may be viewed until 20 August 2020 on our website at <https://www.plymouth.gov.uk/roadsandpavements/roadclosuresandrestrictions> or a copy will be provided on request from Licensing Department, Windsor House, Tavistock Road, Plymouth, PL6 5UF on any weekday, during the usual office hours.

Mrs Rachael Hind – Licensing Manager, Public Protection Service, Plymouth City Council, Windsor House, Tavistock Road, Plymouth, PL6 5UF

Email taxi.licensing@plymouth.gov.uk

www.plymouth.gov.uk

APPENDIX D Consultation Responses

Name	Date	Comment	Response
<p>[REDACTED]</p> <p>[REDACTED]</p>	<p>22/07/20</p>	<p>Hi Graham,</p> <p>Many thanks for including me into the consultation. I don't hold any strong views on moving the rank but am concerned about using a shared surface making it harder for elderly customers to climb into the cabs, and the circle for turning around.</p> <p>While talking ranks I still wish to see one located at Home Park adjacent to the vets would be good to service the life centre, park and ride and Argyle, along with reinstating the rank on the hoe.</p> <p>I know there are a number of ranks which are not used by the majority of cab drivers but drivers like me who work under a office do like to use them.</p> <p>Best Regards</p> <p>[REDACTED]</p>	<p>Good morning Mr [REDACTED]</p> <p>I would first like to take the opportunity to apologise for the delay in responding to your consultation comments, they were fully considered at the time you sent them but Covid 19 matters have since taken my time and delayed the process etc.</p> <p>With regards to the shared surface. There will be a dedicated pick up and drop off bay to the front of the Rank on Eastlake Street that will be on the 'flat' outside Marks and Spencer's. The vehicle at the head of the rank would move forward to this area to pick up disabled, elderly or infirm customers. Turning circles have been considered as part of the road safety audit and should not pose a problem for vehicles.</p>
<p>[REDACTED]</p>	<p>22/07/20</p>	<p>Hi Graham</p> <p>Can you please tell me how this will be funded and how much?</p> <p>Whatever the cost I very much hope it's not coming out of the taxi accounts which is already under huge pressure.</p> <p>Best Regards</p> <p>[REDACTED]</p>	<p>I can advise that we ensured during the initial consultation stages with colleagues in strategic planning that the Taxi Trade will not pick up <i>any</i> costs associated with this matter, this includes advertising and consultation costs. All associated costs are picked up directly by the developer.</p> <p>With regards to the rank at Home Park. Steve Forshaw has carried out an extensive enquiry into this</p>

			<p>matter with parking, city bus etc and it is hoped to get a rank in the vicinity as soon as possible. Once we get back to a bit of normality this will be pursued as a priority action.</p> <p>I hope this has answered your questions, please do not hesitate to contact me should you require further information.</p> <p>Kind Regards Graham</p>
<p>██████████ ██████████</p>	<p>22/07/20</p>	<p>Reference this memo it will be absolutely devastating for the Plymouth black cab taxi drivers as at this present moment there is not enough workable taxi ranks through the day to sustain a fair living to take another one away with absolutely devastated everybody we don't get any help from Plymouth city council whatsoever at this present moment thank you my ██████████</p>	<p>Good afternoon Mr ██████████</p> <p>I would first like to take the opportunity to apologise for the delay in responding to your consultation comments, please be assured that they were fully considered at the time you sent them for the consultation process but pressing Covid 19 matters have delayed finalising the process.</p> <p>The Old Town Street rank is currently the key rank in the City and rank provision will be added at Whimble Street and Eastlake Street to counter the loss of this important rank. The new rank provision must be in place before the Old Town Street Rank is decommissioned, this is a requirement under the approved planning consent. It is envisaged that the public realm works in the area will increase retail trade and public footfall in the area which will in turn benefit the Taxi Trade.</p>

			<p>I trust this has answered your question.</p> <p>Kind Regards</p> <p>Graham</p>
<p>██████████</p> <p>████████████████████</p>	<p>22/07/20</p>	<p>Good afternoon Graham</p> <p>I've looked at the plans and read the letter that's attached. Is there any reason why we can't keep the existing 3 car rank on Whimble st to feed onto the proposed new 7 car rank?</p> <p>We should also be able to use the rank on the viaduct that seems to be getting used as a loading bay for the Bar Code.</p> <p>Using both these options will increase capacity for taxis at peak times and therefore serve the public better.</p> <p>Kindest regards</p>	<p>Good afternoon ██████████</p> <p>I would first like to take the opportunity to apologise for the delay in responding to your consultation comments, please be assured that they were fully considered at the time you sent them for the consultation process but pressing Covid 19 matters have delayed finalising the process.</p> <p>With regards to retaining the existing 3 car rank at Whimble Street to serve as a 'feeder' rank, this was proposed at the start of the process but was eventually discounted as the spaces were required to replace parking spaces that will be lost at St Andrew Street/Whimble Street carpark.</p> <p>You are correct in the fact that the rank on the Viaduct is not correctly being used at present. The legal process to appoint this rank was delayed due to dispute and ongoing discussions regarding the hours of operation and use of the rank for loading/unloading. This has now been resolved and the rank will operate entirely as a rank from 12 midday to 06:00hrs where it will be used for loading and unloading. The legal process will soon take place to formally appoint</p>

			<p>the rank so that parking operational restrictions can be enforced, this should prevent this rank being blocked at the times it is needed solely by the Taxi trade and therefore better serve the public.</p> <p>I trust this answers your questions.</p> <p>Kind Regards Graham</p>
<p>██████████ ██████████████████ ██████████ ██████████████████</p>	<p>23/07/20</p>	<p>Good Morning Mr Hooper, An observation that John and I wish to put forward is that there is no change prior to the "Xmas Rush" and "January Sales" - should such things still exist. Has Mrs. Hind received the accounts in June yet.</p> <p>All the best and take care, ██████████</p>	<p>Good afternoon ██████████</p> <p>I would first like to take the opportunity to apologise for the delay in responding to your consultation comments, please be assured that they were fully considered at the time you sent them for the consultation process but pressing Covid 19 matters have delayed finalising the process.</p> <p>The public realm works are scheduled to commence early 2020. As per the planning permission the new ranks must be in place and operational prior to the main public realm works commencing. Any delay to these works could result in serious financial costs to the Developer and Council and therefore the new ranks must become operational as soon as possible. Rest assured should the ranks become operational this year suitable signage and information will be provided to the public detailing all the changes.</p>

			<p>Kind Regards Graham</p>
<p>██████████ ████████████████████</p>	<p>23/07/20</p>	<p>Thank you for your email Personally I'm not going to view my opinion because it will fall on deaf ears ! But !! Your proposal is ridicules has no thought or care towards the safety of the public never mind the taxi trade Many thanks ██████████ sector</p>	<p>Good afternoon ██████████ I would first like to take the opportunity to apologise for the delay in responding to your consultation comments, please be assured that they were fully considered at the time you sent them for the consultation process but pressing Covid 19 matters have delayed finalising the process. The new rank provision has been subjected to and passed rigorous road safety audits which have considered the safety of both the public and the Taxi Trade. The Old Town Street rank is currently the key rank in the City and rank provision will be added at Whimple Street and Eastlake Street to counter the loss of this important rank. The new rank provision must be in place before the Old Town Street Rank is decommissioned, this is a requirement under the approved planning consent. It is envisaged that the public realm works in the area will increase retail trade and public footfall in the area which will in turn benefit the Taxi Trade. I trust this has answered your question. Kind Regards Graham</p>

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EQUALITY IMPACT ASSESSMENT

Amendments to existing hackney carriage ranks



PLYMOUTH
CITY COUNCIL

STAGE I: What is being assessed and by whom?

What is being assessed - including a brief description of aims and objectives?

Better Places Plymouth is an initiative to transform the very heart of the city centre, renewing and rejuvenating its open spaces and pedestrian areas to create a better place in which to shop, work, visit and enjoy. Vibrant streetscapes and inviting public spaces will bring life, activity and commerce back to the city centre, making the area look and feel more attractive to shoppers and visitors – supporting improved trading and encouraging inward investment.

When completed Old Town Street will be a pedestrian street. This means Taxis will no longer be able to be obtained from Old Town Street. Therefore, in its place there will be two new appointed hackney carriage stands, one will be on Whimble Street, just off St Andrews Cross roundabout, right next to the existing car park. The other will be on Eastlake Street, this is next to Marks and Spencer at the entrance to Drakes Circus. Both stands will operate 24 hours per day.

To facilitate the public realm works the following proposals were advertised and went to public consultation:

- Revoke the appointed 14 vehicle 24 hour stand at Old Town Street
- Appoint 10 vehicle, 24-hour stand, southeast side of Cornwall/Eastlake Street.

Cornwall Street & Eastlake Street, the southeast side from a point 104 metres south of its junction with Cobourg Street for a distance of 33 metres in a southwesterly direction.
Eastlake Street, the east side from a point 74 metres south of its junction with Cobourg Street for a distance of 21 metres in a southerly direction

- Revoke the existing appointed 3 vehicle stand at Whimble Street.
- Appoint a 7 vehicle stand at St Andrews Cross and Whimble Street

STAGE 1: What is being assessed and by whom?	
	<p>St Andrews Cross, the south-west side from a point 15 metres southeast of its junction with Royal Parade for a distance of 16 metres in a southeasterly direction.</p> <p>Whimple Street, the northeast & northwest side from its junction with St Andrews Street Car Park for a distance of 28 metres in a south easterly and north easterly direction</p> <p>The Plymouth City Council Act 1975 lays down the legal process and restrictions on the introduction and positioning of appointed ranks. The proposed amendments have been consulted on following this process.</p> <p>The Council currently operates a 100% wheel chair assessable fleet.</p>
Author	Graham Hooper, Senior Officer, Licensing, ODPH
Department and Service	Licensing Office, Office of the Director of Public Health.
Date of Assessment	05 October 2020

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
Age	<p>Passengers accessing taxi services are not age-specific and would include all age groups from 18 years of age onwards.</p> <p><u>Under 18s</u> Children and young people access taxi services in particular on an arranged contractual basis to attend educational establishments. Normally these client groups would be accompanied by nominated carers or parents.</p>	<p>See the guidance on how to make this judgement.</p> <p>These proposals are not intended to impact on this client group</p>	None	N/A

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact? <small>See the guidance on how to make this judgement.</small>	Actions	Timescale and who is responsible?
Disability	<p>The hackney carriage fleet is 100% wheel chair assessable.</p> <p>Hackney carriage vehicles must also carry assistance dogs.</p> <p>Officer regularly monitor wheel chair access and investigate all complaints where discrimination may arise.</p>	<p>These proposals are not intended to impact on this client group</p>	<p>Any discriminatory complaints received are investigated in consultation with the Social Inclusion Unit.</p>	<p>Licensing Officers and Police Officers</p>
Faith/Religion or Belief	<p>Currently driver representation covers many nationalities.</p>	<p>These proposals are not intended to impact on this client group</p> <p>The prevention of crime and disorder aspects of the projects would include hate crime.</p>	<p>Any discriminatory complaints received are investigated in consultation with the Social Inclusion Unit.</p>	<p>Licensing Officers and police Officers</p>
Gender - including marriage, pregnancy and maternity	<p>There are no differential issues for this protected characteristic.</p>	<p>These proposals are not intended to impact on this client group</p>	<p>Any discriminatory complaints received are investigated in</p>	<p>Licensing Officers and Police Officers</p>

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact? <small>See the guidance on how to make this judgement.</small>	Actions	Timescale and who is responsible?
		The prevention of crime and disorder aspects of the projects would include hate crime.	consultation with the Social Inclusion Unit.	
Gender Reassignment	There are no differential issues for this protected characteristic.	It is not anticipated that the amendments to the rank will have a direct adverse impact on this protected characteristic. The prevention of crime and disorder aspects would include hate crime.	Any discriminatory complaints received are investigated in consultation with the Social Inclusion Unit.	Licensing Officers and Police Officers
Race	Currently driver representation covers many nationalities.	It is not anticipated that the amendments to the ranks will have a direct	Any discriminatory complaints received are investigated in	Licensing Officers and Police Officers

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact? <small>See the guidance on how to make this judgement.</small>	Actions	Timescale and who is responsible?
		<p>adverse impact on this protected characteristic.</p> <p>The prevention of crime and disorder aspects of the licensing policy would include hate crime.</p>	<p>consultation with the Social Inclusion Unit.</p>	
Sexual Orientation - including Civil Partnership	There are no differential issues for this protected characteristic.	<p>It is not anticipated that the amendments to the rank will have a direct adverse impact on this protected characteristic.</p> <p>The prevention of crime and disorder aspects of the licensing policy would include hate</p>	<p>Any discriminatory complaints received are investigated in consultation with the Social Inclusion Unit.</p>	<p>Licensing Officers and Police Officers</p>

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact? <small>See the guidance on how to make this judgement.</small>	Actions	Timescale and who is responsible?
		crime.		

STAGE 3: Are there any implications for the following? If so, please record 'Actions' to be taken		
Local Priorities	Implications	Timescale and who is responsible?
Reduce the inequality gap, particularly in health between communities.	N/A	N/A
Good relations between different communities (community cohesion).	N/A	N/A
Human Rights <small>Please refer to guidance</small>	N/A	N/A
Principles of Fairness <small>Please refer to guidance</small>	N/A	N/A

STAGE 4: Publication			
Responsible Officer; Director, Assistant Director or Head of Service.	Graham Hooper, Senior Officer ODPH	Date	05 October 2020

EXECUTIVE DECISION**made by a Council Officer****REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL COUNCIL OFFICER****Executive Decision Reference Number – COD12 20/21**


Decision	
1	<p>Title of decision: Plymouth City Council 2020 Subsidised Bus Network Tender.</p>
2	<p>Decision maker (Council Officer name and job title): Paul Barnard, Service Director for Strategic Planning and Infrastructure</p>
3	<p>Report author and contact details: James Quintrell-Harris Tel: : 01752 307597 Email: james.quintrell-harris@plymouth.gov.uk</p>
4a	<p>Decision to be taken: It is recommended that the following decision is taken:</p> <ul style="list-style-type: none"> To approve the award of local bus service contracts as set out in the Part II Contract Award Report.
4b	<p>Reference number of original executive decision or date of original committee meeting where delegation was made: Executive Decision Reference Number – L09 20/21</p>
5	<p>Reasons for decision:</p> <p>The reason for this decision is to provide seven subsidised bus services, six of which would otherwise cease to operate in December 2020, which have been identified as meeting a social need. Procuring the services will ensure continuity of service for bus passengers, maintain a comprehensive bus network and support Plymouth City Council's commitment to support sustainable transport in accordance with the Plymouth Plan.</p> <p>Furthermore, Plymouth City Council has also been successful in its bid to the Department for Transport's Better Deal for Buses fund, being awarded £137,345 to support or maintain bus services within the city that operators no longer consider commercially viable. This funding needs to be awarded by a competitive tender, and fully spent by January 2022, which this procurement has enabled.</p>
6	<p>Alternative options considered and rejected:</p> <p>The following option has been considered and rejected:</p> <p>Option I: Do Not Award the Contracts</p> <p>If the local bus service contracts are not awarded some residents will be left isolated and without access to essential services, impacting on their wellbeing. In addition the loss of bus services is likely to result in increased congestion, and associated air quality and environmental impacts, from those trips which are replaced by private car use, thus being contrary to the Council's environmental objectives.</p>

	<p>Option 2: Withdrawal of Saturday Service</p> <p>Currently the service 14 operates on a Saturday. This is the only service included in this retendering exercise that operates on a Saturday. Consideration was given to withdrawing the Saturday operation, however, analysis of patronage levels demonstrated that this could have a significant detrimental impact on passengers. Given that the budget is available to include the Saturday service this option was subsequently rejected.</p> <p>Option 3: Contract Payment Terms</p> <p>Operators were asked to submit prices for all services on both a net and gross cost basis.</p> <p>The gross cost price is the total cost of operating the service with no allowance for revenue. If tenderers are successful, Plymouth City Council will pay the gross cost price, minus the actual revenue taken, which the operator will be required to declare. Concessionary fares reimbursement is not be paid.</p> <p>The net subsidy price is the cost of providing the service minus revenue. If tenderers are successful, Plymouth City Council will pay their net subsidy price regardless of the actual level of revenue, which the operator will retain. They will also receive concessionary fares reimbursement.</p> <p>All price options were evaluated. However, to minimise the revenue risk to the council it was felt that awarding all contracts on a net cost basis offered the best value, given the uncertainty around future patronage levels and potential on bus revenue as a result of Covid-19.</p>			
7	<p>Financial implications:</p> <p>The recommended contract award can be fully funded from within existing budgets. As well as making full use of the Council’s non-commercial routes budget, additional grant funding and S106 developer contributions are available to spend on these contracts, as set out below.</p> <p>In 2020-2021 the Council was successful in its bid for the “Better Deal for Buses” fund, securing an additional £137,345 which can be used for restoring lost bus services, supporting new bus services and / or extending current bus services. This funding will be used towards retaining the existing network in accordance with the Fund. Each year the Government also award the Council a grant of £85,008 in respect of Bus Subsidy Ring Fenced (Revenue) Grant, which is provided to support the tendered bus service network.</p> <p>In addition the Council will draw down S106 funding to support a number of these routes totalling £460,844. These funds will be used to support the services for as long as possible or until such time as they become commercially viable.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	<p>Yes</p>	<p>No</p>	<p>Per the Constitution, a key decision is one which:</p> <p>in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</p> <p>in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million</p> <p>is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.</p>
8b	<p>If yes, date of publication of the notice in the Forward Plan of Key</p>	<p>N/A</p>		

	<u>Decisions</u>	
9	<p>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</p>	<p>The provision of a subsidised bus service network supports sustainable growth in Plymouth by providing residents with sustainable transport options to access employment, education, healthcare, leisure and retail opportunities.</p> <p>Links to the Corporate Plan:-</p> <p>Growing Plymouth:- The current tendered network supports the city's commercial network by providing additional links to employment opportunities and medical facilities in the Derriford and Northern Corridor Growth Area as well as the City Centre and Waterfront Growth Area, from areas that would otherwise be unserved by local bus services.</p> <p>Caring Plymouth:- The subsidised service network provides valuable links to shops, healthcare, employment, education and leisure for those citizens who do not have access to a commercial bus service. Without these services these residents would face an increased risk of isolation, due to a need to rely on the use of higher cost taxis or relying on the charity and goodwill of friends or family, thereby constraining their independence and impacting on their wellbeing</p> <p>As the commercial network adjusts to meet changing circumstances the subsidised service network provides a safety net; maximising the accessibility of Plymouth's bus network for all.</p> <p>Links to the Plymouth Plan:-</p> <p>Through the provision of subsidised bus services the Council supports the use of sustainable transport modes as set out in the Plymouth Plan specifically policies SPT9 (5)5, where it states that the local Planning and Highway Authorities with key stakeholders will deliver: "realistic sustainable transport choices and increasing the integration of transport modes so that people have genuine alternative ways to travel.," SPT9 (6), which seeks to get the most out of our existing network and encourage behavioural change, SPT9(9) (delivering transport projects which provide a safe and effective transport system) and SPT (10) of the Plymouth and South West Devon Joint Local Plan and policies HEA6 (Delivering a safe, accessible, sustainable and health enabling transport system), GRO4 (Using transport investment to drive growth) and GRO7(Reducing carbon emissions and adapting to climate change) of the Plymouth Plan.</p>

10	Please specify any direct environmental implications of the decision (carbon impact)	<p>On 8 March 2019 the Council declared a Climate Emergency and produced a number of key actions to achieve net zero carbon by 2030.</p> <p>Plymouth City Council's supported bus network contract supports the Councils efforts to reduce carbon emissions by providing an alternative sustainable transport option to the private car, and hence enabling behavioural change.</p> <p>Bidders were asked to stipulate the age and emission standard of the vehicles they propose to operate on the contracts and this was built into the evaluation scoring matrix. The higher the emission standard, the higher the operator has scored.</p>		
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support for advice)
		No		(If no, go to section 13a)
12a	Reason for urgency: N/A			
12b	Scrutiny Chair signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes	X	
		No		(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Cllr Coker, Cabinet Member for Strategic Planning and Infrastructure		
13c	Date Cabinet member consulted	5 th October 2020		
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	X	
15	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	

		Date consulted	17 th July 2020						
Sign-off									
16	Sign off codes from the relevant departments consulted:		Democratic Support (mandatory)				DS60 20/21		
			Finance (mandatory)				pl.20.21.138		
			Legal (mandatory)				MS.06.11.20		
			Human Resources (if applicable)						
			Corporate property (if applicable)						
			Procurement (if applicable)				PW/PS/564/ED/0611		
Appendices									
17	Ref.	Title of appendix							
	A	Plymouth City Council 2020 Subsidised Bus Network Tender Contract Award Report Part I							
Confidential/exempt information									
18a	Do you need to include any confidential/exempt information?		Yes	<input checked="" type="checkbox"/>	If yes, prepare a second, confidential ("Part II") briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below.				
			No	<input type="checkbox"/>					
			Exemption Paragraph Number						
			1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title: Plymouth City Council 2020 Subsidised Bus Network Tender Contract Award Report Part II				X				
Background Papers									
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.								
Title of background paper(s)			Exemption Paragraph Number						
			1	2	3	4	5	6	7
Council Officer Signature									

20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.		
Signature		Date of decision	10/11/20
Print Name	Paul Barnard		

**CONTRACT AWARD
REPORT – PART I**



**Plymouth City Council 2020
Subsidised Bus Network Tender**

**Procurement Reference No.
20291**

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I. INTRODUCTION

Under the 1985 Transport Act the Council is required to consider the provision of local bus services where operators do not deem them commercially viable, but where the Council considers there to be a social need.

The Council currently provides financial support for thirteen bus services across the city, with contracts for seven of these services due to expire in December 2020.

This report sets out the current situation regarding the re-tendering of these seven services, and the tendering of a summer only service to Bovisand beach, and the procurement process that has been followed.

2. BACKGROUND

In 2018 a retender was undertaken of the Council's complete subsidised service network. The outcome of the tender resulted in the majority of the new contracts being awarded to Stagecoach Southwest due to them offering the lowest price and therefore representing best value for the Council.

In January 2020 Stagecoach approached the Council to advise that most of the contracts awarded in 2018 were no longer financially viable, at current contract rates, and they would therefore either be seeking an increase in the contract rate or would need to give notice to terminate a number of these contracts.

Most of these services were subsequently temporarily suspended from the end of March 2020 as a result of Covid-19 and the significant impact that this had on patronage. Stagecoach were looking to reintroduce the services from mid-June 2020 but given that they had still not given their notice to terminate, requested a price increase to continue the services until the end of the year. The Council did not feel that it was practical to go to tender at that time, due to uncertainty in the market. It was therefore agreed to grant the price increase to take the contracts through to the end of the December 2020, on the understanding that Stagecoach would give notice in early August 2020, to allow sufficient time to retender these routes to meet the end of year deadline.

Stagecoach gave notice to terminate seven contracts on 6 August 2020. The services affected are shown below, with current contracts ending on 31 December 2020.

Table One: Services which Stagecoach have given notice to terminate, with contracts ending 31 December 2020

Contract	Service number	Route	Wards affected
PLA/16026H	13	City Centre - Weston Mill - Saltash Passage	St Budeaux and Ham
PLA/16026I	14	City Centre - Devonport - Keyham - Ham - Derriford Hospital	St Peter & Waterfront, Stoke, Devonport, Ham, Peverell, Egguckland, Budshead and Moor View
PLA/16026G	17	City Centre - Plymstock Broadway – Hooe	Plymstock Radford and Plymstock Dunstone
PLA/16026J	18	City Centre – Plymstock Broadway – Elburton	Plymstock Dunstone and Plymstock Radford

PLA/16026O	32	St Budeaux - Barne Barton - Kings Tamerton Local Service	St Budeaux
PLA/16026M	39	City Centre – Mannamead – Hartley Vale	St Peter & Waterfront, Drake, Compton and Peeverell
PLA/16026N	52	Plympton – Estover – Derriford Hospital	Moor View, Plympton Erle, Plympton Chaddlewood and Plympton St Mary

On 6 August 2020, an Executive Decision was signed by the Leader, recommending the following course of action:

- Approval of the Business Case for retendering the affected routes
- Authorisation of the procurement process to be followed and
- Delegating the award of the contract(s) to Paul Barnard, Service Director for Strategic Planning and Infrastructure

The tender documents were released for prospective tenderers on 27 August 2020.

3. PROCUREMENT PROCESS

During September and October 2019, the Sustainable Transport Team undertook an annual review of the tendered service network. This included detailed on-bus surveys covering every journey, every day for a full week of operation. The survey analysis allowed a better understanding of patronage levels, enabling the findings to be built into the various service options included in this retender.

In August 2020 a total of eight Lots were put out to tender covering the seven services in Table One and the service to Bovisand beach. All routes were tendered on a like for like basis, with a number of options included for most routes based on customer feedback, knowledge developed over the current contract term and potential funding sources that may help support some routes for a longer period of time. Operators were also given the opportunity to submit their own innovative proposals and package prices.

Tenders were dispatched on 27 August 2020 with a return date of 17 September 2020. The contract was tendered through Devon County Council's (DCC) Dynamic Purchasing System (DPS), which is Plymouth City Council's approved process for tendering local bus services.

The main benefits of using the Devon DPS are:

- We do not need to undertake a full OJEU procurement and PQQ process as this has already been done by Devon County Council in setting up the DPS
- The tender opportunity is open to a wider network of bus operators, than if Plymouth City Council ran a tender outside the DPS
- The use of the DPS has potential to allow longer contracts (up to eight years) and hence encourage a wider base of tenderers and investment in better vehicles
- The process has already been trialled for Plymouth bus service contracts in previous tenders including the major retendering exercise in 2018
- Cost savings to Plymouth City Council if compared with undertaking our own OJEU procurements
- Our own approval processes at the point of contract award still apply

It is proposed that the new contracts will commence on 1 January 2021 and end on 22 October 2022 with the option to extend, in annual increments, for up to a further four years until October 2026. This date ties in with when the two remaining Stagecoach Southwest contracts will expire.

4. TENDER EVALUATION CRITERIA

Within the specification there were a number of options within each Lot. Operators were required to bid for the services as set out in the specification but were also encouraged to submit package prices where they were bidding on more than one Lot. Packages needed to offer better value than prices for individual Lots. All options under each Lot and operator packages were therefore assessed on the basis of price, quality and social value. Operators were also given the opportunity to submit their own innovative proposals where this would offer better value to the Council.

The methodology used to evaluate the submissions received is set out below.

Initially operators were asked the following 'pass/fail' questions:

- Please confirm that you will meet the Core Requirements for all Lots (Clause B3.1 as stated in the Pre-Qualification Questionnaire document) throughout the duration of this contract
- Please confirm that you will meet the specific core requirements for Lot 5: Public Transport (Clause B3.6 as stated in the Pre-Qualification Questionnaire document) throughout the duration of this contract
- Please confirm that all vehicles will be fitted with ITS0 compliant electronic ticket machines throughout the duration of this contract
- Please confirm that all vehicles will be fitted with electronic destination displays capable of displaying the destinations stated in the specification for each Lot bid for.

The PQQ required operators to provide information on insurance, vehicle maintenance procedures, driver licensing, driver CPC and customer care training, Traffic Commissioner hearings, and previous contract performance. In addition they were required to state their policies and procedures in respect of Health and Safety and Equality and Environmental requirements. No further evaluation of these items was therefore required.

Tenderers passing all the pass/fail criteria had their remaining responses evaluated to determine the most economically advantageous quotation based on the pricing, quality and social value criteria that are linked to the subject matter of the contract.

Award Criteria and Methodology

Award Criteria

The evaluation was carried out in accordance with the following criteria, weightings and methodology.

PRICE – 70% weighting

Evaluation made against comparison of pricing schedules.

Tenderers were asked to provide a gross and net cost for each option.

The gross cost price is the total cost of operating the service with no allowance for revenue. If tenderers are successful, Plymouth City Council will pay the gross cost price, minus the actual

revenue taken, which the operator will be required to declare. Concessionary fares reimbursement is not be paid.

The net subsidy price is the cost of providing the service minus revenue. If tenderers are successful, Plymouth City Council will pay their net subsidy price regardless of the actual level of revenue, which the operator will retain. They will also receive concessionary fares reimbursement.

In terms of deciding whether gross or net cost offered best value, we took the current level of revenue for each Lot, and extrapolated it across the contract term to determine whether this provided a more cost effective option.

All price options were evaluated. However, to minimise the revenue risk to the council it was felt that awarding all contracts on a net cost basis offered the best value, given the uncertainty around future patronage levels and potential on bus revenue as a result of Covid-19.

PRICE: Total Quoted Sum - 70% weighting

The Tenderer’s Total Price Per Annum was evaluated using the scoring system below:

$$\left(\frac{\text{Lowest Total Price Per Annum}}{\text{Tenderer’s Total Price Per Annum}} \right) \times \text{Weighting} = \text{Weighted score}$$

QUALITY – 20% weighting

Strength of proposals in compliance with the Council’s specification.

An evaluation was undertaken on the contract delivery proposals submitted in response to the requirements set out in specification, taking into consideration the Council’s aims for the service.

Scored Questions – Each Method Statement was evaluated in accordance with the following sub-criteria and weightings

- MS1: Emission Standards** **Weighting 10 %**
- MS2: Breakdown Response Times** **Weighting 10 %**
- TOTAL** **Weighting 20 %**

Method Statements were evaluated using the scoring system below:

Response	Score	Definition
Excellent	5	Response is completely relevant and excellent overall. The response is comprehensive, unambiguous, and demonstrates a thorough understanding of the requirement/outcomes and provides details of how the requirement/outcomes will be met in full.
Very Good	4	Response is particularly relevant. The response is precisely detailed to demonstrate a very good understanding of the requirements and provides details on how these will be fulfilled.
Good	3	Response is relevant and good. The response is sufficiently detailed to demonstrate a good understanding and provides details on how the requirements/outcomes will be fulfilled.

Satisfactory	2	Response is relevant and acceptable. The response addresses a broad understanding of the requirements/outcomes but lacks details on how the requirement/outcomes will be fulfilled in certain areas.
Poor	1	Response is partially relevant and poor. The response addresses some elements of the requirements/outcomes but contains insufficient/limited detail and explanation to demonstrate how the requirements/outcomes will be fulfilled.
Unacceptable	0	No or inadequate response. Fails to demonstrate an ability to meet the requirement/deliver the required outcomes.

Where there was more than one evaluator, the average of the individual evaluators' scores were taken and the associated weighting applied.

Tenderers needed to achieve a score of 2 or more for each scored item. Any scored criteria item receiving less than 2 would result in the Quotation being rejected and Tenderers being disqualified from the process.

Moderation was only undertaken where there was a difference in evaluator scoring of more than one point. This is to ensure no omissions have occurred in the evaluation process.

An example has been provided below:

Scores received of 3, 3 and 4= No moderation undertaken

Scores received of 2, 3 and 4= moderation undertaken

SOCIAL VALUE – 10% weighting

Social value bids were assessed against the criteria laid out and evaluated using the social value evaluation tool (TOMs National Calculator) which the tenderers used to submit their bids, this was based on a combination of a quantitative and qualitative assessment.

Total Social Value (National TOMS Calculator) Evaluation Score 10%

Social Value Quantitative Sub-weighting 1 5%

Social Value Qualitative Sub-weighting 2 5%

TOTAL 10%

Total Social Value Evaluation Score

The total Social Value score was calculated by adding the scores of the quantitative and qualitative Social Value Assessments.

Social Value Quantitative Assessment

The quantitative assessment is based on the total £SV submitted by the bidder through using the TOMs Procurement Calculator with the bidder submitting the highest social value offer being scored 100% for this section.

All other bidders were scored in relation to the highest social value offer, as shown below.

$$\left(\frac{\text{Tenderers Social Value Committed}}{\text{Highest Total Social Value Committed}} \right) \times \text{Weighting} = \text{Weighted score}$$

Social Value Qualitative Assessment

The qualitative assessment was based on the method statements set out in the TOMs Procurement Calculator. Commitments were evaluated in a similar way to other quality elements following the scoring matrix below.

Response	Score	Definition
Excellent	5	Response is completely relevant and excellent overall. The response is comprehensive, unambiguous, and demonstrates a thorough understanding of the requirement/outcomes and provides details of how the requirement/outcomes will be met in full.
Very Good	4	Response is particularly relevant. The response is precisely detailed to demonstrate a very good understanding of the requirements and provides details on how these will be fulfilled.
Good	3	Response is relevant and good. The response is sufficiently detailed to demonstrate a good understanding and provides details on how the requirements/outcomes will be fulfilled.
Satisfactory	2	Response is relevant and acceptable. The response addresses a broad understanding of the requirements/outcomes but lacks details on how the requirement/outcomes will be fulfilled in certain areas.
Poor	1	Response is partially relevant and poor. The response addresses some elements of the requirements/outcomes but contains insufficient/limited detail and explanation to demonstrate how the requirements/outcomes will be fulfilled.
Unacceptable	0	No or inadequate response. Fails to demonstrate an ability to meet the requirement/deliver the required outcomes.

Again, scores were moderated to ensure that the evaluation outcome is fair, valid and reliable, that evaluation criteria have been applied consistently, and that any differences in scoring between individual evaluators can be acknowledged and addressed, or where there is more than one evaluator the average of the individual evaluators' scores was taken and the associated weighting applied.

Total Evaluation Methodology (100% of weighting)

To determine the overall total score and corresponding ranking for each Tenderer, it was necessary to add the total weighted price score with the total weighted quality score and the total weighted social value score.

Information only questions

In addition to the above, Tenderers were also asked the following questions which were required for information only:

- Please confirm the renewal date for your PSV Operator's Licence
- Please confirm that timetables and route descriptions are attached for any variations submitted (where appropriate)

- Please confirm that your proposed fare chart is attached
- Which type of ticket issuing system will you use?
- Please give the name of your insurance company, your policy number and insurance expiry dates, confirming insurance cover as required by the Public Passenger Vehicles Act 1981 and the Road Traffic Acts 1972 and 1974.
- Please describe your proposed vehicles, (principal and back-up 1 and 2 etc. as appropriate)
- Will you be in possession of the above vehicles at the time of the commencement of the contract? If no, please state when you will obtain the stated vehicles and please attach details of your interim vehicles.
- Do or will all of the vehicles specified belong to you? If not, please give details of ownership. If you nominate a vehicle belonging to another operator, you must ensure that there is a suitable agreement with that operator and that access to the vehicle is no less than if it were under your ownership. Please attach a copy of this agreement.
- How many drivers do you intend to allocate to the roster for this contract (including sickness and holiday cover)?
- Please describe the uniform which your drivers will wear.
- Please confirm whether your drivers have undergone customer care training incorporating disability awareness training. Please give details.
- Please confirm that all drivers allocated to this contract hold a current valid Driver CPC?
- With what type of destination display are the proposed vehicles equipped (e.g. electronic)?
- Where will your vehicles be maintained?
- Please indicate from which operating depots you would respond to breakdowns or service failures and, if applicable, indicate any arrangements you have with depots of other operators or agents.
- Please give the telephone number which members of the public may call in order to obtain information from you and the days and hours when this is staffed. Please indicate if and when an answerphone is in operation.
- Please give any additional telephone number(s), including mobiles, which the Council may call and the days and hours when these are staffed. Please indicate if and when an answerphone is in operation.
- Apart from vehicles, will any aspect of your service not be in place in time for the start of the contract? If so, please indicate any delays and when the service feature would be introduced and please give details of your interim arrangements.
- Can you confirm how you adhere to the routine maintenance guidelines issued by DVSA and where this has been and will be taking place throughout the duration of the contract?
- What special features and/or benefits does your submission contain for the benefit of your passengers?

5. SUMMARY OF EVALUATION

The tender package was submitted electronically via the DPS on 27 August 2020 with a submission response date of 12 noon on 17 September 2020.

Devon County Council advised us that there were forty-nine suppliers registered on the DPS for this opportunity who were eligible to bid, and that five of these suppliers belong to a PL postcode. Out of the forty-nine suppliers eligible to bid on this opportunity, fourteen looked at it, with only two submitting prices.

The Tender submissions were evaluated in accordance with the overall evaluation strategy set out above, and were independently evaluated by Council Officers. The resulting scores are contained in the confidential Part II paper.

During the evaluation, it was evident that the suppliers providing a response to the tender did not fully understand the TOMs calculator which was used to determine their Social Value score, resulting in submissions being returned either incorrect or incomplete. Professional advice was sought from the Procurement Team who advised the evaluators to submit post tender clarifications directly to the suppliers asking them to resubmit their TOMs Calculator. Both suppliers did this and their submissions were subsequently passed on to the Procurement Team to input their scores.

The evaluation commenced on 25 September 2020 and was completed on 2 October 2020.

The resulting scores are contained in the confidential Part II paper.

6. FINANCIAL IMPLICATIONS

The recommended contract award can be fully funded from within existing budgets. As well as making full use of the Council non-commercial routes budget, additional grant funding and S106 developer contributions are available to spend on these contracts, as set out below.

In 2020-2021 the Council was successful in its bid for the “Better Deal for Buses” fund, securing an additional £137,345 which can be used for restoring lost bus services, supporting new bus services and / or extending current bus services. This funding will be used towards retaining the existing network, in compliance with the Fund¹. Each year the Government also award the Council a grant of £85,008 (Bus Subsidy Ring Fenced (Revenue) Grant), which is provided to support the tendered bus service network.

In addition the Council will draw down S106 funding to support a number of these routes totalling £460,844. These funds will be used to support the services for as long as possible or until such time as they become commercially viable.

7. RECOMMENDATIONS

It is recommended that contracts be awarded to the highest scoring tenderer for the selected option.

Details of the successful Tenderer(s) can be found in the confidential Part II paper, together with the preferred service options.

This award will be provisional and subject to the outcome of any challenge made during the mandatory standstill period and subject to the receipt of the satisfactory documentation such as insurance and fare charts.

¹ The Council have committed to spending the grant funding by January 2022

8. APPROVAL

In accordance with the Leader's Executive Decision, approval is sought for the award of the tendered service contracts as set out in the confidential Part II paper.

AUTHOR:

Signature:



Print Name: James Quintrell-Harris

Date: 6 November 2020

AUTHORISED SIGNATORY:

Signature:

..... 

Print Name: Paul Barnard

Position: Service Director for Strategic Planning and Infrastructure

Date: 10 November 2020

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The following relates to exempt or confidential matters (Para(s) 3 of Part 1, Schedule 12A of the Local Govt Act 1972). Any breach of confidentiality could prejudice the Council/person/body concerned & might amount to a breach of the councillors /employees codes of conduct.

Document is Restricted

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EQUALITY IMPACT ASSESSMENT

Strategic Planning and Infrastructure - Plymouth City Council 2020 Subsidised Bus Network Tender



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

What is being assessed - including a brief description of aims and objectives?	<p>This assessment relates to the procurement of a number of subsidised bus services across the Plymouth City Council area.</p> <p>The Councils Subsidised Bus Services network provides bus services to areas of the city which are not served by bus operators as part of their commercial network.</p> <p>Without the subsidised services network residents who live in areas of the city which are not served by commercial bus services have reduced access to employment, education, healthcare, retail and leisure opportunities because of the lack of access to a bus; impacting on their wellbeing. A lack of access to public transport also leads to an increase in the number of vehicles on the city's road network adding to congestion in the city, and detrimentally impacting on air quality, as well as the city's efforts to become carbon neutral by 2030.</p>
Author	James Quintrell-Harris
Department and service	Strategic Planning and Infrastructure, Sustainable Transport
Date of assessment	15 July 2020

STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See guidance on how to make judgement	Actions	Timescale and who is responsible
Age	<p>Background community data:</p> <ul style="list-style-type: none"> The average age in Plymouth is 39.0 years which is about the same as the rest of England (39.3 years) but is less than the South West (41.6 years). The proportion of the working age population (15-64) of 65.1 per cent is higher than the rest of the South West (62 per cent) and nationally (64 per cent). 	No potential impact has been identified – Adverse impact if subsidised services were not provided which this procurement looks to ameliorate	Seek to provide subsidised bus services to meet demand	January 2021: SP&I Sustainable Transport Team

	<ul style="list-style-type: none"> Children and Young People under 18 years of age account for 19.9 per cent of the population of the city, with 90 per cent of this group being under 16. <p>Public transport data:</p> <ul style="list-style-type: none"> In 2019/2020 18,027,681 bus trips were made, of which 5,098,348 (28%) were concessionary trips. There are currently 49,655 people living within Plymouth that hold a concessionary bus pass. The passes are issued either to residents who are over state pension age or have a disability that entitles them to a pass. There are currently 44,478 active age related passes. <p>People are living longer and one in three people in Plymouth are aged over 50. There will be a shift in the population structure of Plymouth over the next fifteen years as the proportion of the population aged 65 and over increases. There is a projected 32.7 per cent increase in the number of people aged 65 or over between 2016 and 2034 (an additional 15,400 individuals) in Plymouth by 2034.</p> <p>The result of the increasing longevity of people’s lives is that there will be more people who are likely to be affected by mobility and other age related issues which could prevent them from accessing the services they need to use. These residents may live in parts of the city which do not have a commercial bus service and who may not drive any longer would therefore be unable to access the services they need without the provision of a bus route serving their local area.</p>			
<p>Disability</p>	<p>Background community data:</p> <ul style="list-style-type: none"> Ten per cent of Plymouth’s population declared that they have their day to day activities limited to a greater degree by a long-term health problem or disability. A total of 31,164 people declared themselves as having a long-term health problem or disability. This was from 28.5% of households which is slightly 	<p>No potential impact has been identified – Adverse impact if subsidised services were not provided, due to people with disabilities being unable to access key services, which this procurement looks to ameliorate</p>	<p>Seek to provide subsidised bus services to meet demand</p>	<p>January 2021: SP&I Sustainable Transport Team</p>

	<p>higher than the national figure of 25.7% of households.</p> <ul style="list-style-type: none"> In 2013/14 1,297 adults registered with a GP in the city have some form of learning disability There are 17,937 residents of state pension age and 3,142 children who have a disability of some form. <p>Public transport data:</p> <ul style="list-style-type: none"> In 2019/2020 18,027,681 bus trips were made, of which 5,098,348 (28%) were concessionary trips. There are currently 49,655 people living within Plymouth that hold a concessionary bus pass. The passes are issued either to residents who are over state pension age or have a disability that entitles them to a pass. There are currently 5,177 active disabled bus passes. 			
Faith/religion or belief	Plymouth's subsidised bus services are accessible to all regardless of their faith, religion or belief.	No potential impact has been identified – potential adverse impact if subsidised services were not provided, due an inability for people to access places of worship, due to a lack of transport, which this procurement looks to ameliorate	Seek to provide subsidised bus services to meet demand	January 2021: SP&I Sustainable Transport Team
Gender - including marriage, pregnancy and maternity	Plymouth's subsidised bus services are equally accessible to men and women.	No potential impact has been identified - potential adverse impact on women, if subsidised services were not provided, due to fewer women holding driving licences, than men, and hence not being able to access key services without a bus service, which this procurement looks to ameliorate	Seek to provide subsidised bus services	January 2021: SP&I Sustainable Transport Team
Gender reassignment	Plymouth's subsidised bus services are available for men and women and therefore there should be no discrimination on the basis of gender reassignment.	No potential impact has been identified	None	N/A
Race	Plymouth's subsidised bus services are accessible to everyone regardless of race.	No potential impact has been identified	None	N/A

Sexual orientation - including civil partnership	Plymouth's subsidised bus services are accessible to all regardless of their sexual orientation.	No potential impact has been identified	None	N/A
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STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN

Local priorities	Implications	Timescale and who is responsible
Reduce the gap in average hourly pay between men and women by 2020.	None	N/A
Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents by 2020.	None	N/A
Good relations between different communities (community cohesion)	The provision of Subsidised Bus Services will promote good relations between all residents, regardless of gender, ethnic background, sexual orientation, faith or disability, by helping everyone access key services on an equal basis.	N/A
Human rights Please refer to guidance	The decision is consistent with the Human Rights Act.	N/A

STAGE 4: PUBLICATION

Date

24/07/20

Responsible Officer – Paul Barnard

Director, Assistant Director or Head of Service